

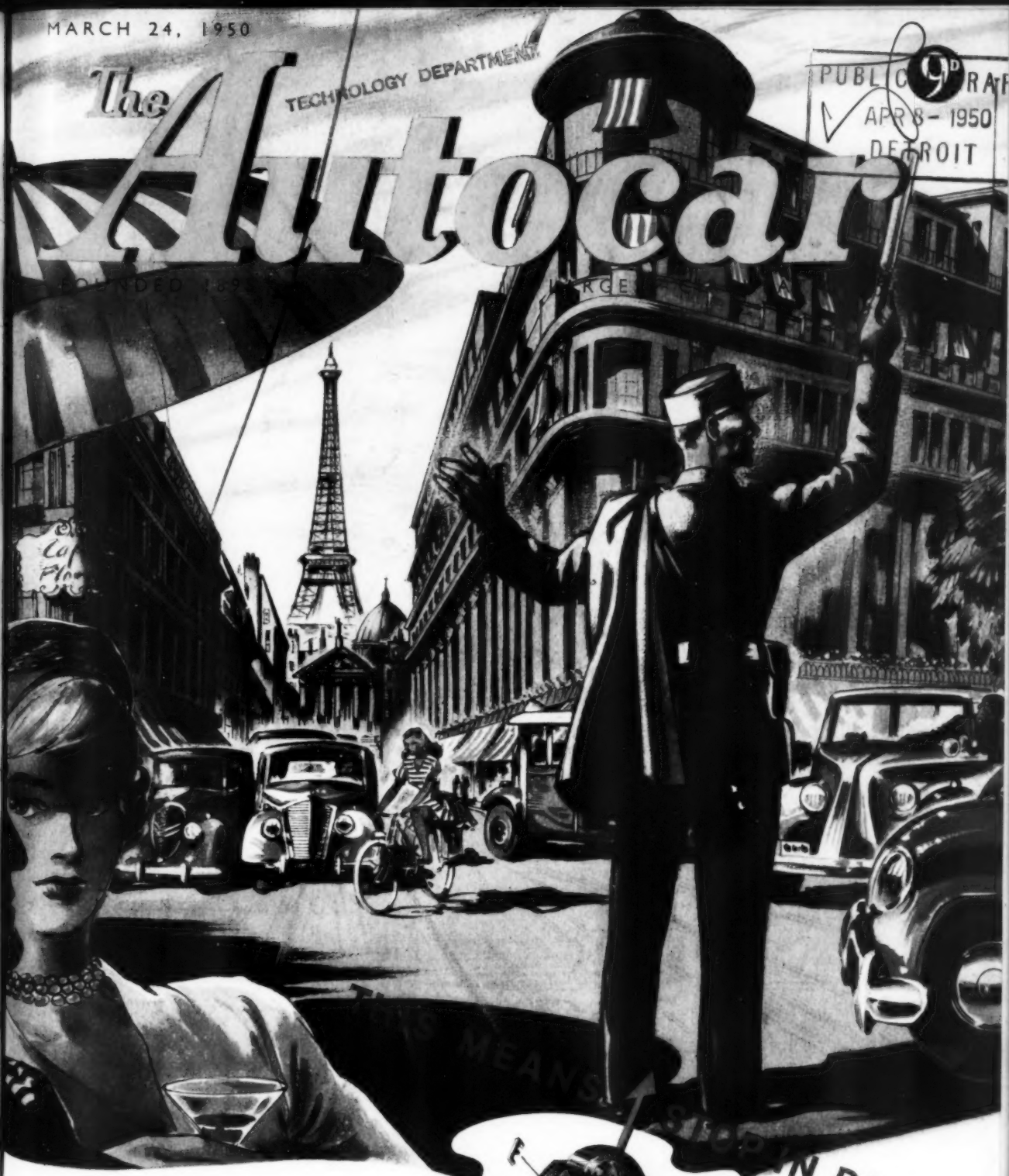
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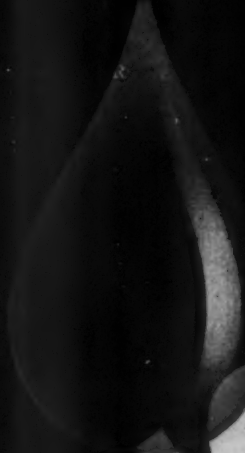
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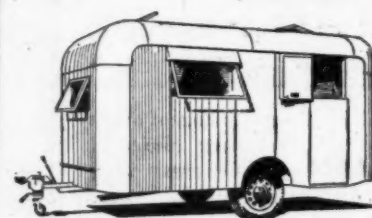
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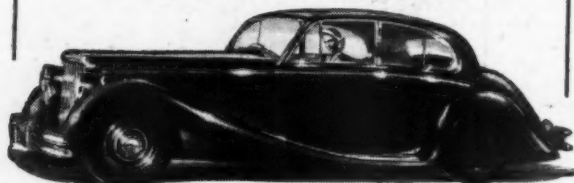
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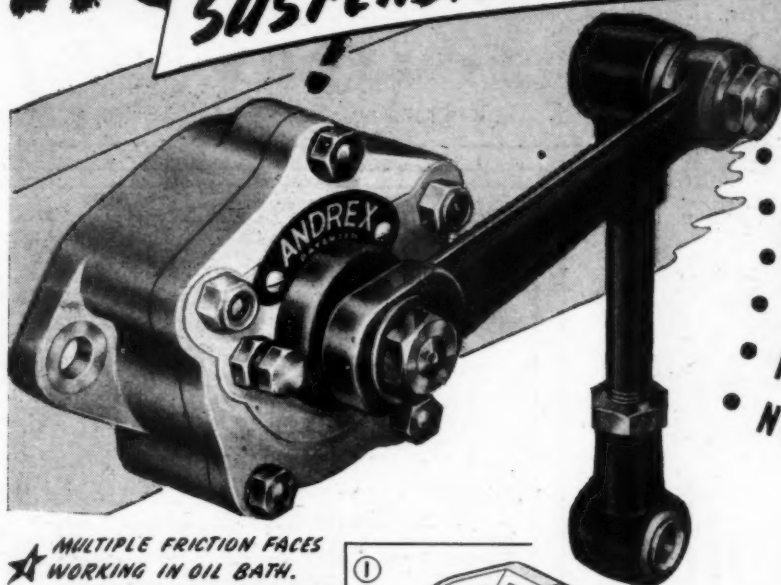
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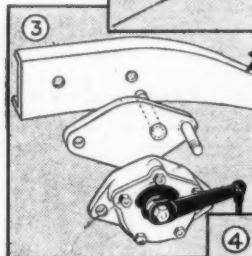
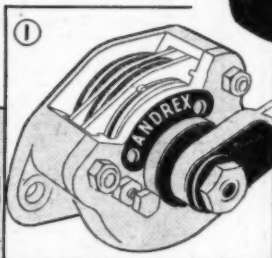
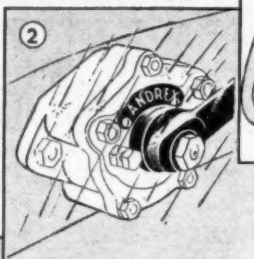
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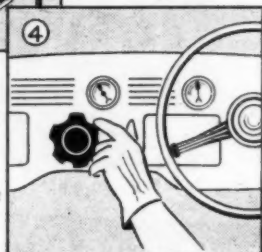
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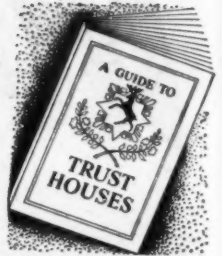
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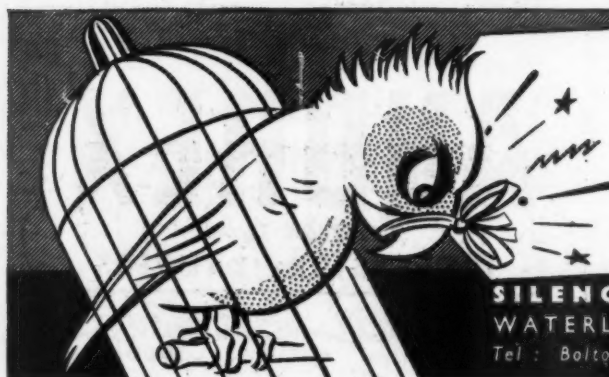
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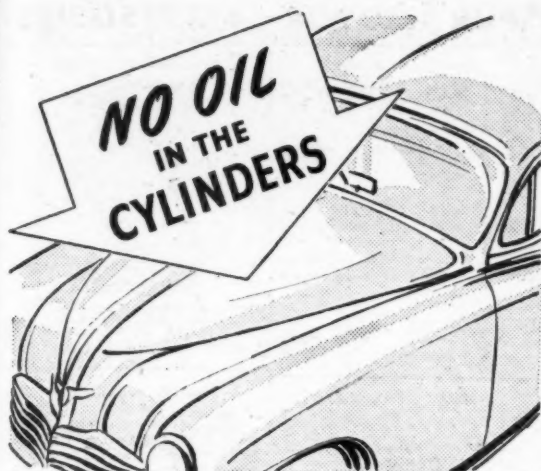
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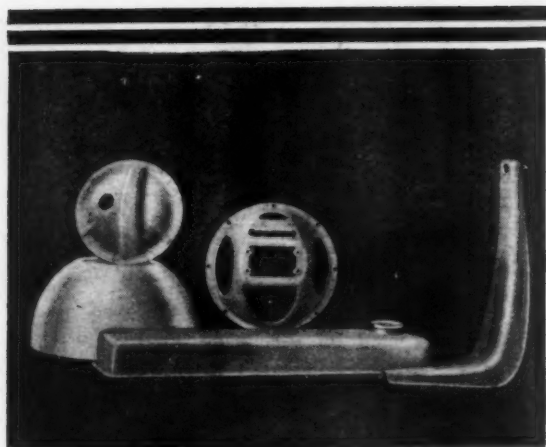


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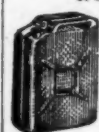
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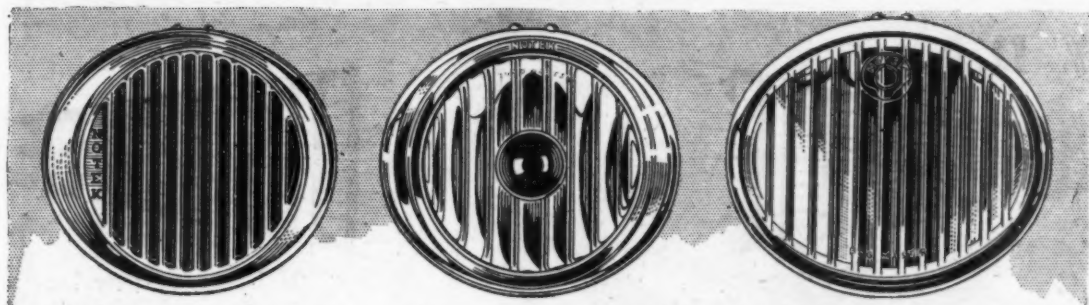


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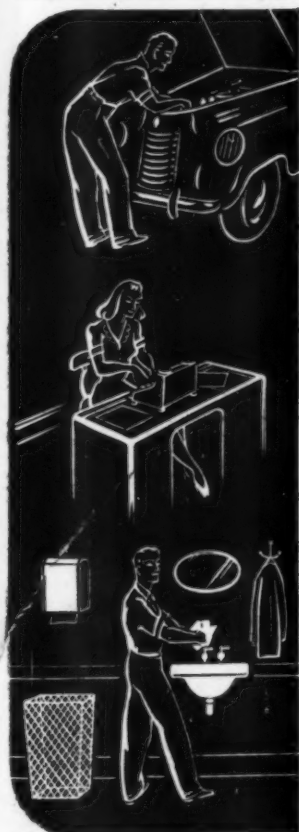
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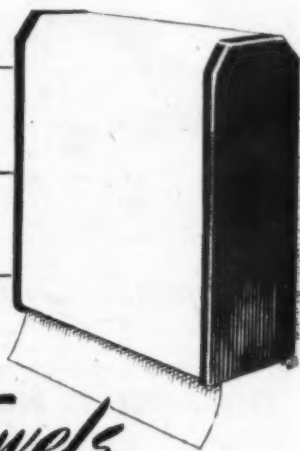
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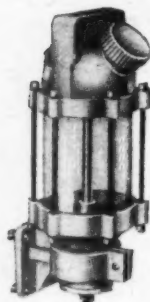
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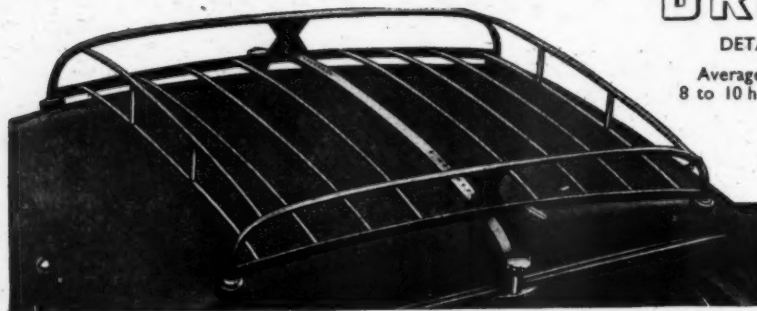
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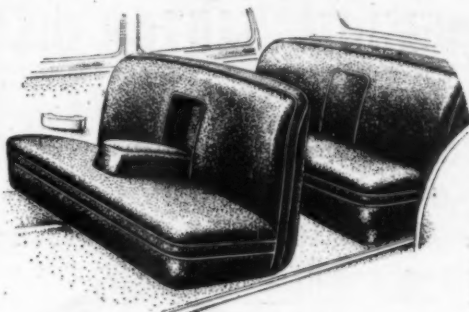
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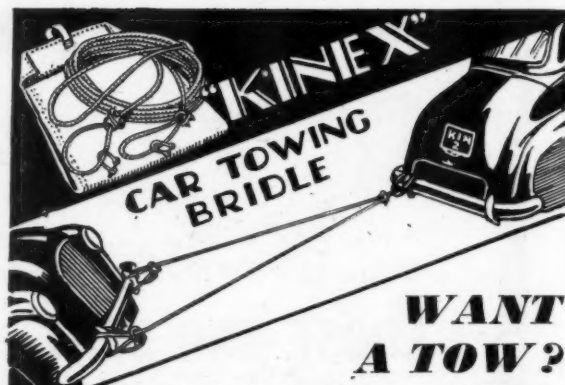
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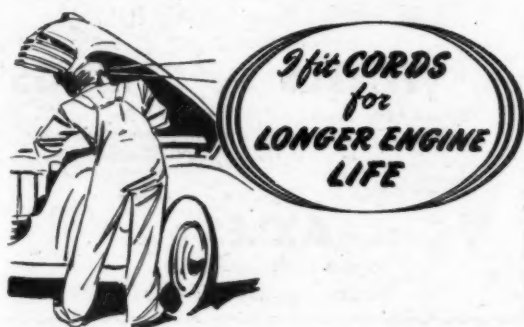
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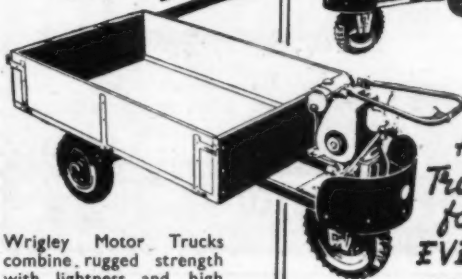
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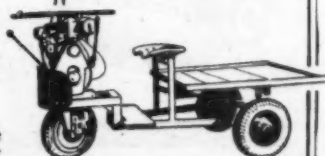
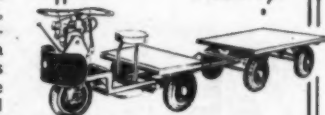
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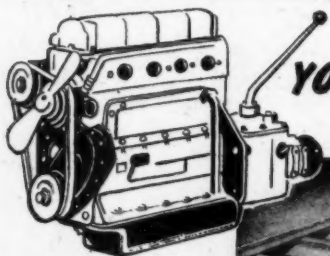
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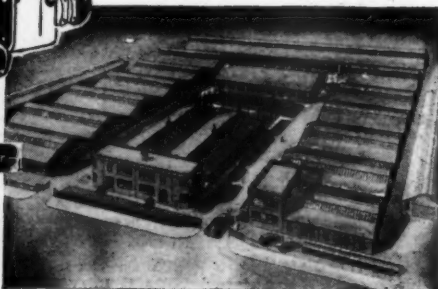
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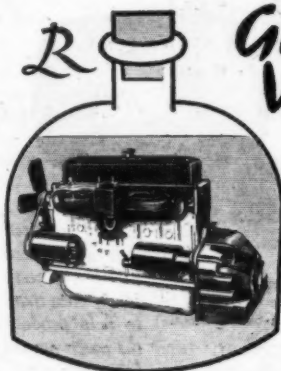
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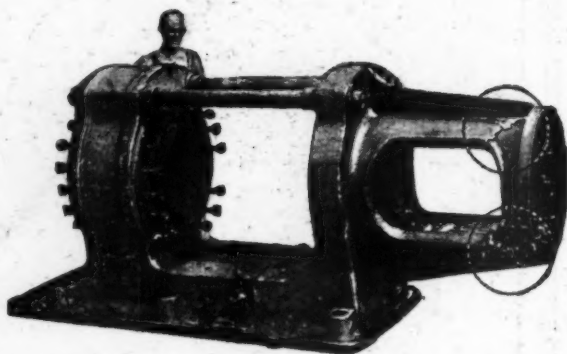
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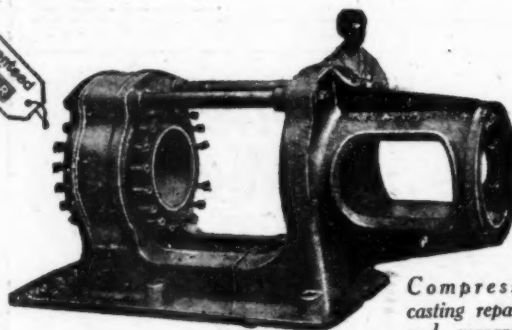
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B 1

The Autocar

FOUNDED 1895

No. 2838

FRIDAY, MARCH 24, 1950

Vol. XCV

The Benzole Mystery

IT is high time that the new Minister of Fuel and Power was called upon to shed some light on the benzole mystery. This much-valued motor fuel, home-produced and having no "element of dollar cost," is now nationalized, for it is a product of the coal and gas industries; but nationalization has conferred no benefit on the motorist user, for supplies of benzole, both neat and mixed with Pool spirit, have recently shown every sign of sharp dwindling or total disappearance.

It is firmly believed that something like 10,000,000 gallons of benzole are missing extraction, and the Minister should be asked to explain why. Is it because the price of petrol is too low to make the mixing of higher-cost benzole attractive to the petrol companies? And if this is so, why cannot there be two prices for the gallon of fuel, the dearer to apply to "laced" Pool?

The likelier but by no means unconnected reason for the shortage probably lies in the troubles of the gas industry. It is significant that there have been few periods of low pressure in the mains this year compared with last, and the reason may well be that benzole is being used to raise the calorific value of "water-gas" —the very poor last-ounce product that is obtained by the application of cold water to hot coke. If benzole is retained in this the gas is usable for ordinary purposes, and the temptation to retain it is seen to be very strong when it is realized that the thermal value of benzole is higher when used in this way than it is in other contexts. In that case the price policy may well be deliberately deterrent in order that benzole may be retained by the gas industry without arousing protest from motor spirit manufacturers.

It is true that with industrial expansion more benzole is used at the top end of the refining scale, for many industries today demand the highly refined product. But this diversion is not on a scale that can possibly account for the prevailing shortage. In addition, the mystery extends to the occasional gallon of neat benzole that fortunate motorists were sometimes able to obtain against their coupons. "The oil distributing companies," say Ministerial sources, "have decided for the time being to discontinue the sale of this spirit as such, and to absorb available supplies into Pool motor spirit." But this begs the question of where it has gone by suggesting that extra benzole is going into Pool spirit, and many pinking engines all over the country are right now protesting that such is not the case. Nor will motorists' suspicions be allayed by the further Ministerial statement that the oil companies have agreed to supply the fuel for special purposes (such as racing) where it can be shown that it is essential. Who is to set up the standards by which the term "essential" is to be judged?

The fuel companies cannot altogether escape criticism. They, too, are inexplicably silent on benzole matters, although their invidious position *vis-à-vis* the Government is recognized in these days when the supply of their product is subject to Ministerial manipulation. But can they explain why benzole is not available, for those who are prepared to pay for it, as a special fuel and at a price that makes it a profitable proposition for all concerned with its supply?

At the same time can they give motorists a clear answer to two additional price questions: Why cannot there be in this country a premium grade of fuel at a corresponding price, and why are motor spirit prices so closely controlled by American Gulf prices when the oil emphasis is shifting to the Middle East?

There is a fruitful source of questions by the public-spirited Member of Parliament in the benzole mystery. Our own opinion is that nationalization has placed all the strings in the hands of the Minister of Fuel and Power, who is pulling them for all he is worth in a face-saving effort to rescue nationalization from utter failure. It is important that motorists, by remaining silent on these matters, should not co-operate with such an absence of frankness as is being displayed.



Above the glittering cars in the Palais des Expositions at Geneva hang the name plates which proclaim the international character of the Swiss Motor Show.

GENEVA RENDEZVOUS

WORLD'S MANUFACTURERS PRESENT LATEST MODELS—FOR IMMEDIATE DELIVERY

NO wonder the Geneva Motor Show is one of the most popular assignments with members of the world's motor industries and the motoring press. The city basks in the warm sunshine of early spring and the lake sparkles under blue skies while, to north and south, snow-topped mountains serrate the skyline. The streets are gay with the brightly coloured flags of the Swiss Cantons and the shops vie with each other in producing artistic window displays

with a motoring interest. The parking places glitter with recent models from the world's motor factories, but to encourage those who do not yet own cars, the railways allow return journeys at single fare for visitors to the Salon from points in Switzerland.

Geneva is the most cosmopolitan of all motor shows, for Swiss currency is in great demand and the great manufacturers and small specialists all bring their latest offerings to solicit the favours of a shrewd, industrious and

sober people who have achieved one of the highest living standards in the world by working hard and keeping out of wars. Schoolboys and professors, dustmen and directors all go to the Show and gravely evaluate the latest developments. They form a public which has, perhaps, the highest level of good taste, intelligence and responsibility in the world and no exhibitor finds it necessary to lock the doors of his car, seal the bonnet or hide the tool kit and accessories.

THE passenger car exhibits comprised over seventy makes, representing the products of eight countries. Great Britain headed the car list with twenty-five makes, followed by the United States with twenty, France with twelve, Germany seven, Italy and Czechoslovakia with three each, and Sweden one. Almost all the cars shown were available for immediate delivery, or at worst after a delay of a few weeks, and prices of most European models show a reduction since last year, following devaluation of the pound sterling.

America is making strong efforts in this market, but despite the high standard of living there is widespread prefer-

ence for small and medium-sized cars, partly because of the cost of petrol and partly because they are more convenient to handle on mountain roads. Last year Switzerland imported 27,956 automobiles and commercial vehicles with a value of 167,329,000 Swiss francs, and the largest class was represented by vehicles weighing between 1,750 and 2,640lb, the next most popular class being vehicles below 1,760lb in weight. Competition in these classes is exceedingly keen, and the accompanying tabulation shows typical prices of some of the popular models offered by Britain, France, Italy and Germany. The choice available to the Swiss buyer is almost bewildering, and

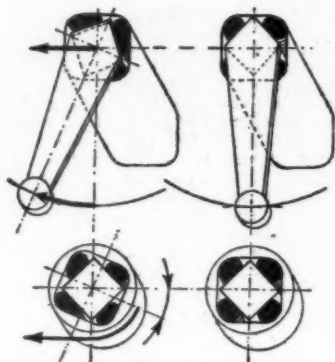
service facilities remain an important sales factor. Each of the competing nations is giving these very serious attention, and the Show was the occasion of an announcement by Emil Frey, the Austin distributor, who is instituting a standardized system of repairs which will enable Austin owners throughout Switzerland to know the cost of both labour and materials for repairs before they start.

Among new models seen for the first time were the Alvis 3-litre and the Fiat 1400, both fully described in *The Autocar* last week. A new car from Germany was the Goliath, made by a commercial vehicle factory allied with the Borgward

concern, while Siata showed a new sports machine based on the Fiat 1400. Cars familiar to readers of *The Autocar*, but appearing in Geneva for the first time, were the little German Champion, now to be made in Sweden, the Mercedes-Benz 170S and the Veritas.

Among the Americans, General Motors exhibited their complete range of 1950 models for the first time, plus the revised Opel Olympia from Germany and the British made Vauxhalls, while Ford showed the latest Lincolns, Mercury and V8 from Detroit, alongside the Prefect and Anglia from Dagenham and the Taunus, made in Cologne. The Keller, a medium-sized American car assembled in Brussels, was also shown in chassis form and with a new saloon body.

Most elaborate of the mechanical exhibits was the cut-away Austin A.90 Atlantic saloon revolving on its turn-



The Neidhart rubber suspension consists of a number of rubber elements inserted between a central member and a tubular housing. As the central member is twisted the rubber is rolled and compressed. This system was shown on a small racing car with Aero Minor two-stroke engine.

table, as seen at the London Show. Another which excited great admiration was the power unit of the Fiat 1400, which periodically split itself into three sections while the mechanical parts of engine and gear box continued to revolve as though nothing had happened. Both the Rover and the Triumph Mayflower were elaborately staged on revolving turntables, and General Motors showed a scale model of their Swiss plant where cars from America, Britain and Germany are assembled, trimmed and painted.

Observers of several nationalities remarked that the fine detail finish of British cars, which suffered somewhat in the initial phases of post-war production, is now fully restored. The Rolls-Royce



Despite integral construction, the Peugeot 203 has been given convertible coachwork by Worblaufen.



This fine Alfa-Romeo saloon by Pinin Farina features a carburettor air intake above the grille and air slots for interior ventilation in a chromium strip across the scuttle.

and Bentley stand displayed a fine selection of body styles in the restrained manner which is appreciated by many of the Swiss, and the 3-litre Alvis saloon, shown in cream with an interior of red leather and real mahogany, was much admired for its excellent finish. There was a full range of Rootes products, which are well known on the Continent for their smart style, and Standards showed the three-seater Vanguard coupé which is to be made in Belgium, alongside the normal Vanguard and Triumph models.

The Nuffield range was supplemented by a Morris Minor with the Keller conversion which turns it into a drop-head cabriolet with glass windows all round. There was also the British-built Riley convertible which is coming into production after various delays.

On the Bristol stand was the latest Farina convertible, which has a slightly higher bonnet line to eliminate the unfortunate necessity of sawing the radiator header tank in half, a modification

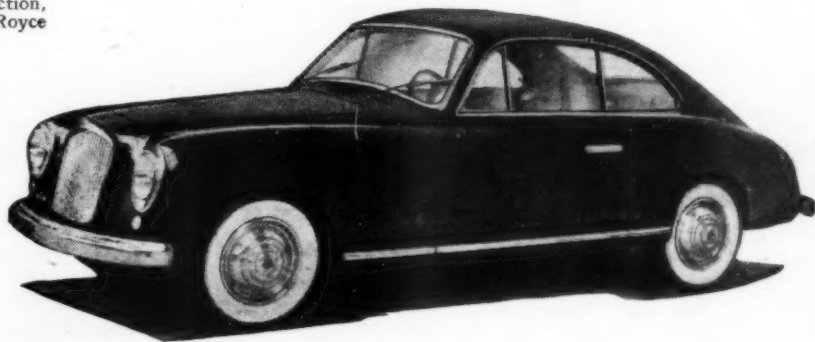
which the coachbuilder permitted himself when producing the original prototype. The latest 401 saloon has steel bumpers instead of rolled aluminium sections with rubber inserts used hitherto.

A white Mille Miglia Frazer-Nash was shown complete with robust hood and side screens, although the present position of the filler cap makes it necessary to dismantle the hood partly when filling up with petrol.

Other fast cars from Britain which attracted throngs of speed lovers were a bright red Silverstone Healey, the XK 120 Jaguar, finished in white, the bright red Alvis 12-70 two-seater and the Javelin Jupiter chassis.

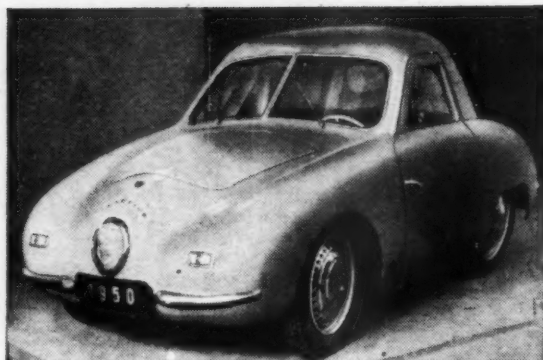
The 1950 General Motors cars show important styling innovations and many interesting features of detailed design and equipment. The blending of side and rear windows together to eliminate quarter panels has been done in a graceful way which will be widely copied. On the other hand there are meaningless

Right: This elegant new saloon in black on a Fiat chassis by Stabilimenti Farina follows very closely the line created for the Bentley Mark VI saloons of their design which have been exhibited at the last two Paris Salons.



GENEVA RENDEZVOUS: continued

The tiny German Champion with single-cylinder two-stroke engine at the rear, was shown with this pretty coupé body by Lepoix. It is to be made in Sweden.



elaborations quite incomprehensible to the European mind. The Cadillac has large dummy air intakes let into the rear door panels apparently because G.M. stylists were once let loose on an airfield where some Lockheed Lightning fighters were parked. The steel topped saloon, styled to look like a convertible, either with or without a cloth covering, has quickly become a standard type in the American industry, but it remained for Chevrolet to complete it by adding dummy chromium-plated hood irons on the inside. A more practical feature worthy of note is the air duct which leads from the instrument panel into the door on the Cadillac and supplies warm air which rises from slots to demist the side windows. The duct is broken when the door is opened, but a rubber ring ensures sealing of the joint when it is closed.

The American Checker, made by the Checker Cab Manufacturing Corporation, of Kalamazoo, Mich., was shown with standard hire-car coachwork from America and a nine-seater convertible body made in Switzerland. The chassis is of conservative design with half-elliptic springs all round. It is designed to stand up to the hard grind of taxi work and is laid out for easy maintenance. The engine is a six-cylinder Continental of 3,707 c.c., giving 80 b.h.p. at 3,200 r.p.m. One body was shown with a Swiss-built sunshine roof consisting of a flexible panel, in rubberized material, which can be slid back on runners. Dimensionally at the opposite extreme was the Crosmobile Hot Shot, an American sports model for the juvenile market, which was shown with and without doors. The latest engine with the cast iron cylinder block was shown stripped down and is an interest-

ing little power unit with its five bearing counterbalanced crankshaft and overhead camshaft. In standard form it has a swept volume of 725 c.c. and gives 28 b.h.p. at 5,400 r.p.m. It is being used, lined down to 500 c.c., as the power unit for a most attractive little racing car, the Este, made in Geneva, and various modifications are said to have produced 45 b.h.p., which sounds a remarkable achievement.

The Keller, another of the smaller American makes, was shown in chassis form with prototype saloon coachwork as well as with the station wagon seen previously at Brussels. Following the death of the company's founder, production in America is held up by legal formalities, but cars are being assembled in Belgium from American parts. The engine is a four-cylinder Continental side-valve unit of 2,655 c.c., giving 58 b.h.p. at 3,250 r.p.m., and 80 per cent of mechanical components are standard units already in production for other purposes. Front suspension is by trailing arms pivoting on rubber bushes in torsion, but the chassis is otherwise conventional with three-speed synchromesh gear box and half-elliptic rear suspension.

French exhibits covered a complete range from the Delahaye and Talbot to the Rovin and Julien miniature cars and the Renault 4CV, which was displayed with the usual extensive assortment of equipment and accessories. On the smaller Panhard the revised engine could be inspected with its modified cylinder heads and single torsion bar valve gear replacing the twin torsion bars formerly used.

Salmson showed two models, the 1,750 c.c. car and the 2,300 c.c. version; both engines are four-cylinder units with twin

overhead camshafts and both cars are equipped with Cotal gear boxes.

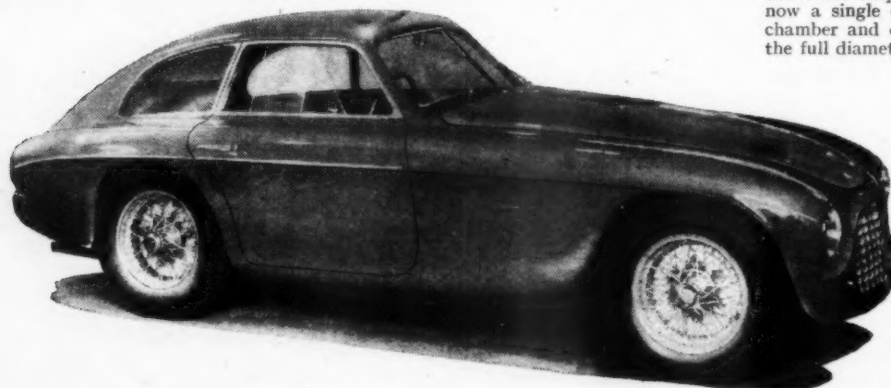
On the Simca stand there was the new sports racing Gordini two-seater with 1,495 c.c. engine. This has a special head and a power output of over 100 b.h.p. is mentioned. The car is being built for sale in limited numbers and the price in Switzerland is quoted as 40,000 francs, which should discourage frivolous orders. Alongside it was the standard model based on the Fiat 1,100 design, but with the engine size now increased to 1,221 c.c. On the 50 b.h.p. sports chassis there was an elegant cabriolet and the fixed-head coupé, based on designs by Farina, which did so well in the Monte Carlo Rally. An interesting feature of the standard saloon is the spare wheel mounted on radius arms so that it can be lifted into position in the luggage locker with the minimum of effort.

Fiat's Challenger

Italy's contribution was, of course, dominated by the Fiat 1400, which was shown with the factory-built saloon and convertible coachwork, and also formed the basis of some of the most interesting specialist bodywork. This is one of the most interesting designs that has appeared in Europe since the war, but production men agreed that most of the technical innovations must add to the manufacturing cost. Designers wondered why no one had ever realized before that the way to make a compact and rigid gear box is to put some of the gears outside, and there was much comment on the use of a torsion bar in the transmission. Vibrations throughout the gear box and propeller-shaft are a fruitful source of worry for designers, especially on cars with integral construction, and the introduction of a flexible element with its own natural frequency is a bold contribution to the problem. Priced at 9,450 francs (£760) in Switzerland, it will be an important factor in the competition for export markets.

Lancia did not appear, as their new models were not yet ready, but Ferrari showed three cars, a Superleggera coupé, a sports racing two-seater and a very striking lightweight coupé which will appear in this year's long-distance sports car races. All sports Ferraris are now being fitted with a single-carburettor engine which will run on a petrol-benzole mixture.

Alfa-Romeo showed a six-cylinder 2.4-litre car with the latest modifications, which include an all-synchromesh gear box and revised suspension. Previously there were two concentric coil springs in the front suspension unit, but there is now a single coil working inside an oil chamber and damped by a large piston the full diameter of the coil spring. The



Left: This remarkable new Superleggera coupé on the Ferrari chassis will be seen in this year's major races, including the Targa Florio, Mille Miglia and Le Mans.

body styles range from a sober limousine by Farina on the long chassis to the very rakish coupé by Touring on the short sports chassis. The latter has a three-carburettor engine, with a high compression head and different camshaft from the single-carburettor touring engine.

An indication of the possibilities of increased power output inherent in the design of the Fiat 1400 engine is provided by the Siata Daina sports cabriolet, based on the Fiat chassis which was seen in the coachwork section. Various modifications, including the twin-carburettor manifold, compression ratio raised to 7.2 to 1 and a new camshaft, are said to have raised the power output from 44 b.h.p. at 4,400 r.p.m. to 65 b.h.p. at 5,000 r.p.m. This has been accompanied by a considerable change in the torque curve, the maximum torque now being produced at 3,900 r.p.m. instead of 2,700. A five-speed gear box is fitted, with a geared-up top, and this promises to be a most outstanding addition to the ranks of 1,500 c.c. sports cars.

The German contingent was led by Mercedes, appearing in Geneva for the first time since the war, and a stripped chassis made it possible to inspect the modified front and rear suspension, which seem to have produced a remarkable improvement in the handling qualities of the 170S car. The standard bodywork shown comprised a two-seater coupé, four-seater cabriolet and a saloon, all of very conservative lines and in excellent taste. The quality of hood material, interior leather and the high standard of workmanship were not lost upon British coachbuilders, who recognize the determination of Germans to challenge British supremacy in this genre.

The Veritas 2-litre sports chassis was shown with drop-head and fixed head coupé coachwork by Spohn, and there

was an opportunity to examine the latest overhead camshaft engine. A steering column gear change is provided on the closed cars, and the mystery of the astronomical nomenclature is now solved. The Veritas Meteor is the single-seater racing car, the Comet is the two-seater sports racing car, the Saturn is the fixed-head coupé, the Scorpion the convertible, and there is a long wheelbase four-door saloon in preparation which will be called the Jupiter.

The Goliath has a roomy body despite its compact overall dimensions. It has a conventional boxed girder chassis supporting steel-panelled coachwork. The two-cylinder two-stroke engine of 688 c.c. is mounted across the chassis and drives a four-speed gear box with geared-up top from which the drive is taken to the front wheels. Power output is given as 25 b.h.p. at 4,000 r.p.m., giving an output of 36 b.h.p. per litre, which is unusually high for a two-stroke engine.

Showing on the same stand was the 1,500 c.c. Hansa Borgward saloon range, now augmented by a sports cabriolet and a four-seater cabriolet, the latter built in Switzerland. It is announced that the Hansa will shortly be offered with an automatic transmission consisting of a torque converter which can be locked for top gear operation, and if these plans are brought to fruition it should be the first European small car with a fully automatic transmission.

German Champion

The little Champion, with four-wheel independent suspension and single-cylinder two-stroke engine at the rear, was originally designed in Germany, but arrangements are now in hand for its production in Sweden. The original body-

IMPORTS OF MOTOR VEHICLES INTO SWITZERLAND DURING FEBRUARY, 1950

	Number	Value in Swiss Francs
Great Britain	548	2,779,496
France	499	2,015,054
United States	466	3,791,506
Germany	439	1,733,572
Italy	135	566,050
Canada	31	262,467
Czechoslovakia	27	163,315

PRICES OF POPULAR CARS ON THE SWISS MARKET IN SWISS FRANS (12.10FF. to £1)

Fiat 500 Coupé	4,600	Peugeot 203	7,700
Renault 4 CV	4,650	Citroen Light 15	7,850
Ford Anglia	5,140	Vauxhall Velox	8,500
Goliath Saloon	5,450	Morris Oxford	8,750
Volkswagen	5,500	Standard Vanguard	9,450
Ford Prefect	5,790	Fiat 1400	9,450
Dyna Panhard	5,850	Ford Vedette	9,675
Morris Minor	6,150	Austin A70	9,950
Opel Olympia	6,250	Singer SM 1500	10,450
Ford Taunus	6,300	Javelin	10,500
Simca 1221 c.c.	6,950	Wolseley Four	10,500
Fiat 1100 c.c.	7,200	Fifty	10,500
Austin A40	7,300	Citroen Six	11,800
Vauxhall Wyvern	7,400	Sunbeam Talbot	11,800
Triumph Mayflower	7,500	Humber Hawk	11,800
Hillman Minx	7,700		

work was a light and simple open two-seater, but the car appeared at Geneva with coupé bodywork which, although attractive in appearance, would seem to be more expensive than the character of the vehicle justifies.

Two new station wagons emerged from Czechoslovakia, one with a wooden body on the Aero Minor chassis and the other with steel panels on the small Skoda. This type of body continues to gain in popularity, but the appearance of the vehicle differs greatly according to whether it is based on a passenger car or a commercial vehicle chassis. In the commercial section of the Show appeared two examples of the latter type, both with rear engines. One was the Volkswagen and another was the Atlas, based on a German commercial vehicle chassis, with a two-cylinder two-stroke engine of 576 c.c. under the floor at the rear. The power unit is air-cooled and delivers 16 b.h.p.

COACHWORK: CONVERTIBLES POPULAR—ELIMINATING SPATS

ALTHOUGH Switzerland does not produce a car chassis, nevertheless it possesses a coachbuilding industry which continues to thrive. Moreover, at the Geneva Salon, there are also usually to be found a number of Italian-built bodies, and this year is no exception. The coachwork exhibits are, therefore, one of the attractions of the Salon.

Before describing some of the more interesting coachwork exhibits, it will not be out of place to generalize to some extent. Thus the obvious popularity of bodies such as the cabriolet, which forms an open tourer when the head and side windows are lowered or gives all the weather protection and comfort of a saloon when it is closed, can but be noticed. The heads of these bodies are so made that the fabric sits tightly over the framework without sagging when the head is erected, presenting a clean outline which does not spoil the general appearance. When the head is lowered it folds neatly away, flush or practically so with the top line of the panels, and is covered by a well-tailored envelope which helps to preserve the good appearance.

In the vast majority of cases, bodies of this type have only a single wide door at each side, usually hinged at the front edge so that there shall be no danger of a door insecurely latched flying open under wind pressure, to the common danger of other traffic and of the occupants of the car. It is noticeable, too, that saloons of two-door type are shown by a number of exhibitors, these being

very similar in proportions to the cabriolets.

The specialist coachwork section was not very extensive this year, but inspection of the exhibits, coupled with the study of the specialist coachwork on the manufacturers' stands, revealed two interesting tendencies. First, there is a marked swing away from bulbous lines, enclosed wheels and wide, highly decorated radiator grilles. Ghia and Siata, two Italian protagonists of that school, have reverted to normal wheel openings and conventional radiator grilles on their latest models, and other leading coachbuilders showed considerable restraint in the use of decoration.

Secondly, there seems to be a growing demand for convertible coachwork, and new examples are appearing at frequent intervals. Manufacturers who have adopted integral saloon construction therefore take care to make special chassis available to the coachbuilders. These are sometimes formed of basic pressings of the integral saloon in heavier gauge material and with the addition of suitable reinforcements. The Fiat 1400 is an outstanding example, and specialist coachwork also appeared for the first time on the Peugeot 203.

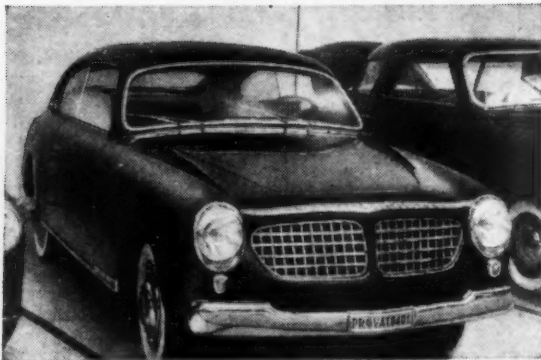
Continental coachbuilders also seem to be uniting to eliminate wings which enclose the wheels by means of side valances, or "spats," as they have been termed. This presents them with the problem of trying to find the best shape for the lower edge of the wing, which is

often a difficult matter because of the fact that the position of the tyre in relation to the wing varies according to the load. What may, therefore, appear harmonious when the car is empty may not look so well when the body is lowered by its full complement of passengers.

Apart from the body stylist's point of view, however, there can be no doubt that the dropping of spats is an improvement so far as the cooling of the tyres and brakes is concerned, especially on cars which are capable of sustained high speeds. An adequate air flow round tyres and brakes is essential to get heat away from them.

In external shape there is no great change to record. The full-width front is almost *de rigueur*, and front wings tend to run right back into the rear wings, which in extreme cases become hardly more than blisters along the lower body sides. At the nose of the front wing the head lamp will be mounted, a variation being that it may be faired into the wing valance between the crown of the wing and the radiator grille.

A Swiss coachbuilder whose work has on previous occasions been a matter for appreciative comment is Graber, who, this year, steals the limelight with a beautifully proportioned Bentley Mark VI cabriolet. This is a two-door body finished in light grey with grey leather upholstery, and the characteristic radiator shell is retained, although it is set well forward and, to all appearances, a little lower than standard.



Among the striking styles evolved for the Fiat 1400 is this two-door saloon by Balbo.

GENEVA RENDEZVOUS: continued

From the full-width front the wings run right back along the side panels, presenting a very smooth air-flow design. A fixed V-screen is fitted, head lamps are faired into the wings but protrude slightly, a chromium-plated flash runs along the bottom side just below the door line, and a very graceful tail rounds off the whole. A somewhat similar design on a Talbot Lago Record chassis has wings of arched section, the ridge of the arch running right through from front to rear, thus showing clear-cut lines.

Pinin Farina shows a dark blue Alfa-Romeo two-door saloon which features a definite break in the rear panel and tail contour. The low down-swept bonnet is remarkable for having a central air intake opening and a pronounced blister at each side of the top bonnet panel. There is also a wide but shallow air intake across the scuttle at the rear edge of the bonnet. It is noticeable that luggage space is not very generous, the spare wheel taking up much room in the tail locker. Provision is made for carrying some luggage on the platform behind the rear squab, but this would then obstruct the curved rear window.

Another Bentley two-door drop-head, shown by Worblaufen, solves the luggage problem by providing a platform in place of a rear seat. This car is finished in a most attractive light blue metallessence, and has a neatly tailored hood cover. Its rear wings have side valances, whereas the Graber and Pinin Farina designs omit them. Worblaufen also shows a 2½-litre Riley cabriolet with a clever treatment of the conventional Riley radiator shell, the bonnet top being brought for-

ward over the radiator top. In this case there are no rear wing spats, the wing edge showing a horizontal cutaway line.

On the Bentley and Rolls-Royce stand, British specialist coachwork at its best is exemplified by the Park Ward cabriolet in cream and black, and by the H. J. Mulliner knife-edged saloon-limousine, both remarkable for their exquisite finish and attention to detail. A cream Worblaufen-bodied Bentley cabriolet with a black head and red leather upholstery is also attractive.

Saoutchik is represented by a long, low, dark blue Talbot Lago Record coupé, with much-louved bonnet top, and lavish chromium-plated decoration. Less ornate but also showing graceful lines is a maroon Lago Record bodied by Stabilimenti Farina, although on this coachbuilder's own stand there is a beautiful little black two-door saloon Fiat which is like a scaled-down version of the Paris Salon Bentley.

There is, of course, the inevitable bevy of Italian-bodied Fiats showing characteristically individual treatments of the same theme. Ghia offers a new 1400 two-door coupé known as the Supergioiello, finished in a serviceable stone colour. This seats three on the bench-type seat and a luggage platform takes the place of a rear seat. A curved screen is in two panels with a very small section rubber central strip which offers very little obstruction to vision. The wide bonnet has a single top panel, and air inlet slots are placed just above the single-bar bumper. A similar model in maroon, but having a rear seat, has air inlet slots above the pass lights and curved single-pane screen.

Another 1400 Fiat two-door saloon by A. Vignale and Company has a transparent rear panel; the front of the full-width bonnet forms a slight peak overhanging the horizontal bars of the radiator grille. The head lamps, set in the wings, have an oval-shaped chromium-plated surround. Alongside is a very low-built Cisitalia cabriolet in cream with dark blue leather trim. The occasional rear seat can also be used to carry luggage.

It is unusual to find a full six-seater with only two doors, but a Fiat 1400 by Francis Lombardi is such a car. Its four transparent curved rear panels are reminiscent of Studebaker design. Viotti shows a Fiat 1500 four-door saloon with the glasses set in rather heavy section metal frames, and upholstery carried out in small check cloth, also a 1400 cabriolet in pale blue with a darker blue head covering and red leather trim.

Graceful lines and a very dark green finish make the Balbo Fiat two-door saloon an attractive model; it has fixed quarter-lights, whereas usually they are hinged on their leading edge or are pivoted to let down into the sides.

Coachbuilt Austins

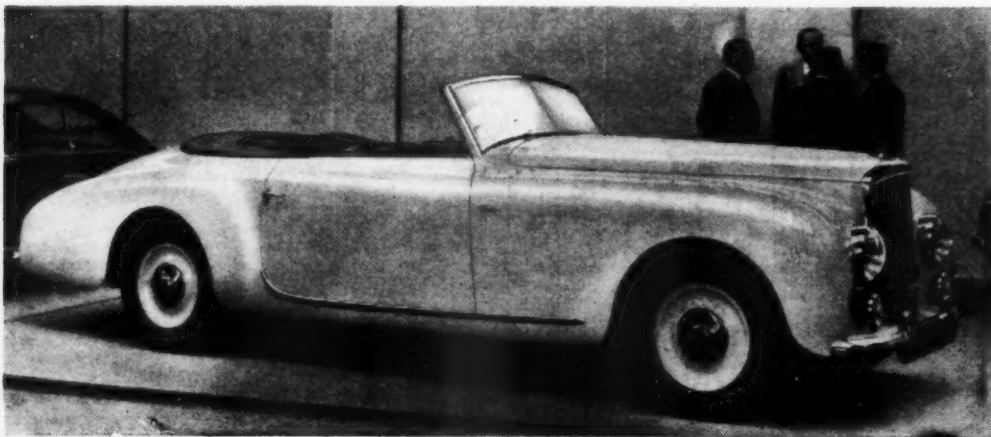
Other Anglo-Swiss combinations to attract much attention are two Austins bodied by Beutler. One is an Atlantic two-door cabriolet in a dark green finish with a full-width front resembling an Alfa-Romeo. It has a V-screen and air slots above the bumper. The tail is gracefully rounded, and the rear wing sides are cut away with a horizontal line and carry a chromium-plated heading. The other is an A.70 two-door cabriolet on the longer pick-up chassis, so that there is more leg room for the rear passengers. The quarter-lights are pivoted and controlled by winders, letting down flush into the body sides. The frontal aspect is conventional Austin practice.

A flattish cutaway to the rear wing valance is also used by Langenthal on a Hansa 1500 two-door cabriolet.

Although possibly the Geneva Show does not provide this year such revolutionary, or at least such advanced, body designs as it has done in the past, nevertheless there is much of interest. This was apparent from the number of prominent people from the British motor industry who spent much time examining the exhibits.

More pictures on pages 344-345.

Graber, the Swiss coachbuilder, once again showed his mastery of simple and elegant lines with this superb grey convertible on the Bentley Mark VI chassis. The radiator grille is slightly modified to give a slimmer outline.



The JOWETT *Javelin* WINS AGAIN



THIS TIME IN THE GENEVA

“RALLY OF THE SNOWS”

IN WHICH 190 CARS TOOK PART—THE ROUTE
INCLUDED SIX GRUELLING MOUNTAIN PASSES
THROUGH SWITZERLAND AND FRANCE

Subject to official confirmation

*Take a good look next time one passes you or better
still examine these fine cars at*

NEWNHAMS

JOWETT SALES & SERVICE SPECIALISTS

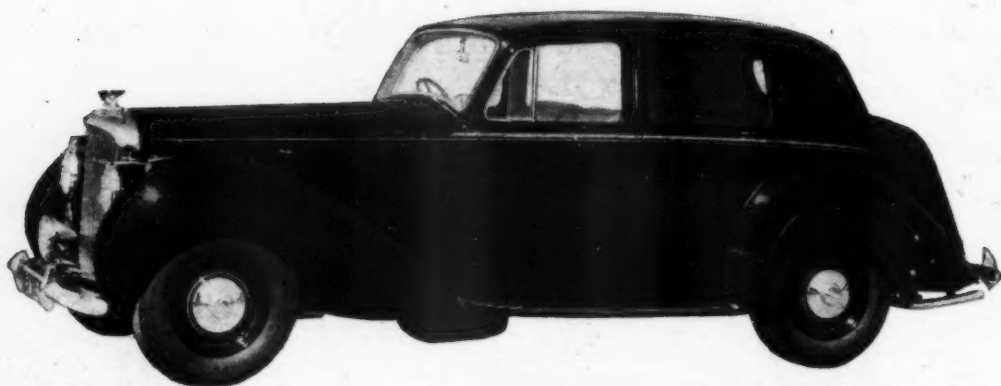
235-7-9 HAMMERSMITH ROAD, W.6

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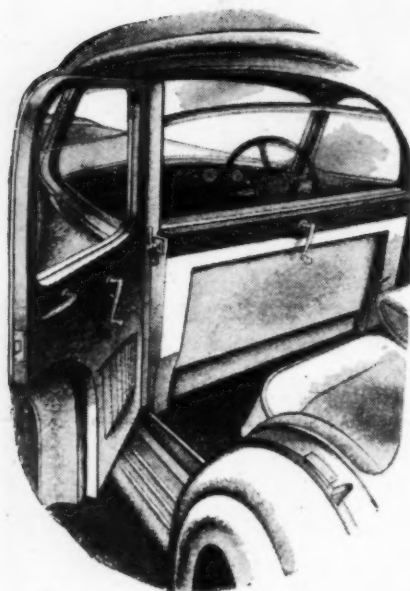


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Mark VI BENTLEY Standard Steel saloon



Can be converted at will to a chauffeur driven limousine or owner-driver sports saloon with adjustable bench type front seat.

Partition disappears entirely when not in use.

No loss of room or comfort.

The fitting does not detract in any way from the attractiveness of the interior, and does not interfere with the use of the sunshine roof.

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NEWS and VIEWS

PETROL INCREASE GRANTED : U.S. REACTION TO TURBOCAR

Summer Petrol

THE standard ration petrol coupons for June, July and August will be worth their face value (one unit equalling one gallon), which is double the value of the present coupons.

Test Increase

AS forecast in *The Autocar* of March 10, the fee for taking the driving test has been increased from 7s 6d to 10s. The new rate will have effect from April 1.

Burst-proof Tyre

THE new double inner tube, produced by the Goodyear company, is now available in all sizes for the motorist. In operation, the tyre will not burst if the outer tube is punctured because the inner tube will take the weight of the car.

The Goodyear Lifeguard was described and illustrated in *The Autocar* of September 2, 1949.

Red Tape Reduction

THE form filling which has to be undertaken by tourists entering this country has been considerably reduced. Previously, separate forms, many of them asking the same questions, had to be filled up in respect of driving licences, petrol, insurance, and customs—but now only one combined application has to be completed.

TURBINE

MANY appreciative letters have reached *The Autocar* on the completeness of the turbocar story in the last two issues and the impressions at the steering wheel. On Wednesday, March 15, Mr. G. Geoffrey Smith was invited to appear in television and, after being introduced by Miss Joan Gilbert, gave some further impressions and opinions in a talk with Mr. Leslie Mitchell.

Cables reached *The Autocar* office from several countries for permission to quote copyright material. Americans in particular are quite excited, if at times sceptical, about the "jet-propelled Rover car," and they will be seeing it at the New York Show next month.

At different London clubs and functions there have been constant talks, discussions and sometimes heated arguments about the gas turbine propelled car. Whether it is jet propelled or not is a common subject for wrangling. Those who do not appreciate the many problems still to be solved with miniature gas turbines are quite enthusiastic about its



Seen for the first time at the Geneva Show, the Saturn fixed-head coupé on the 2-litre Veritas chassis. The slot in the side provides an exit for under-bonnet air.



Following a formula which is popular with German designers of economy cars, the Goliath, seen at Geneva, has a twin-cylinder two-stroke engine and front-wheel drive. Wheelbase is 7ft 6½in, track 4ft 1½in and the weight of the saloon is given as 1,650 lb.

INTEREST

early prospects—and so no doubt it will go on for another year or two while development work proceeds. There is a song about "setting the world on fire," and certainly the Rover enterprise has succeeded in doing just that, to the benefit of British prestige.

Early last week Mr. S. B. Wilks and his brother Maurice went to Geneva to see the annual Show, and thus escaped the scores of telephone messages and enquiries with which they have been inundated of late. It has been made so very plain that the Rover Co. has not reached anything like the production stage with the turbocar that requests for further details and prospects of orders are of no special interest at this juncture. In the meantime the Solihull works are in full production with the Rover 75 saloon and the Land-Rover, but on Saturday morning last the workpeople were assembled to inspect the experimental turbocar, and those who had not worked on it were none the less impressed by the possibilities of the future.

N.Y. Show Promising

BRITISH officials in New York report that there is every indication that the British Show, opening next month, may prove one of the greatest dollar earners for Britain since the war. Nearly 100 different cars, ranging in price from about £350 to £7,000, will be exhibited. Space has already been completely sold out.

Too Many CD?

COMPLAINTS in the House of Commons have been made against the number of CD (*Corps Diplomatique*) cars now in Britain. The total has risen from 294 in 1939 to 780 today.

Turin Show

AT the Turin show, May 4-14, the British motor industry will be represented by 13 companies. There will be 14 from the U.S.A., two from France, one from Germany and seven from Italy. The British list includes:—Armstrong Siddeley, Austin, Bentley, Bristol, Ford, Frazer-Nash, Jaguar, Jowett, M.G., Morris, Riley, Rolls-Royce and Singer.

NEWS and VIEWS

continued

January Production

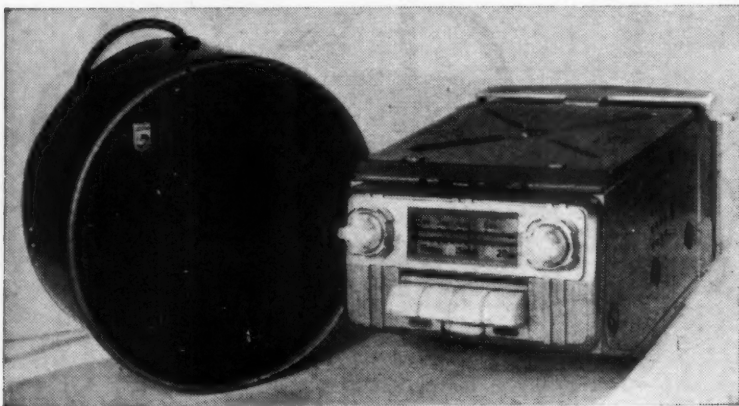
NEW car production in the first month of this year was well up to average, the month's total being 39,657. Of these, 31,860 were for export (about 80 per cent), leaving only 7,797 for the home market. January is therefore the first month in which the effect of devaluation has really been felt by the home market.

The cars were divided into the following categories, December (1949) figures being given for comparison:

	Jan. 1950	Dec. 1949
Up to 1,600 c.c.	27,338	28,406
1,600 c.c. to 2,200 c.c.	6,603	6,418
Over 2,200 c.c.	5,665	6,456

Coachmakers Dine

A LIVERY Dinner of the Worshipful Company of Coachmakers and Coach Harness Makers was held at the Grocers Hall, in Princes Street, London, last Monday evening. The Master, Mr. W. M. Park, presided over a large gathering composed of leaders in the automobile and aircraft industries and distinguished guests.



The new Philips MotoRadio, which will be on sale in a few weeks.

The toast of "The Rt. Hon. the Lord Mayor, the Sheriffs and the Corporation of the City of London," proposed by the Senior Warden, Mr. F. S. Bennett, was replied to by Alderman Sir George Wilkinson (deputizing for Sir Frederick Rowland, the Lord Mayor, who was indisposed).

Lord Mancroft proposed another time-honoured toast, "The Worshipful Company of Coachmakers and Coach Harness Makers, Root and Branch—May it continue to flourish for Ever," to which the Master responded.

"The Guests" was proposed by Mr. Wilfrid Andrews (Chairman, R.A.C.) and replied to by Vice-Admiral M. J. Mansergh.

Canadian Visitors

LAST Sunday 45 Canadians arrived by air, at the invitation of the Austin company. They are the Austin main dealers for the Dominion—the men responsible for earning 1,500,000 dollars a month for this country.

On arrival each was given a book

describing their itinerary until their return on April 14—a programme worthy of the industry's resourcefulness. This welcome visit is another important step in the furtherance of overseas trade.

December Registrations

NEW cars registered in Great Britain in December, 1949, reflect the increased numbers going overseas as a result of devaluation, the figures being rather low. Only 9,471 new cars were registered, divided into the following categories:

Up to 1,000 c.c.	1,266
1,000 to 1,500 c.c.	4,256
1,500 to 2,000 c.c.	540
2,000 to 2,500 c.c.	2,333
Over 2,500 c.c.	976
Total	9,471

Deadlock Broken

TRADE between Britain and Argentina, which has been at a deadlock for some time as a result of the Peron government's unwillingness to grant import licences, has been freed up a little by an order for £2,000,000 worth of goods from the British motor industry; total expenditure on such products all over the world has been fixed at £7,000,000 by Argentina.

R.A.C. Handbook

THE 1950-51 edition of the R.A.C. Guide and Handbook is now on sale. This is the first time since the war that the handbook has been available to any motorist, irrespective of whether he is a member of the R.A.C. or not. The latest edition includes a great deal of information in addition to that published regularly in the past. For London motorists the lists of parking places, including streets and bombed sites, and of the no-parking (yellow band) streets, are of considerable value.

New Car Radio

PHILIPS ELECTRICAL, Ltd., who made some of the earliest car radio sets in this country, have now re-entered the field with the MotoRadio, Model 574V, a new set that will be on sale in the next few weeks. It is a compact set, with integral body and control head and separately mounted speaker. As with other Philips models, its design has been directed to the end of good reception. For long and medium waves, there is push-button tuning for four stations on each band, and manual tuning, by clutch-button, for others. The tuning is easily recalibrated for change of region and wavelength. The separate speaker is 5in in diameter, with generous baffle area. The makers claim that this set gives exceptional freedom from all kinds of interference. It has a moulded grey face, and crinkle finish on the body. Lighting for the waveband is optional for night driving. Current consumption is 2 amps, on a 6- or 12-volt system. The price has not yet been fixed, but it will be in the region of £23.

Appreciation

IN its 1950 Catalogue Number, *The Autocar's* Swiss contemporary *Automobil Revue* not only gives a very complete review of the Geneva Salon but also describes in detail its own system of road tests, and summarizes the results of those tests, paying tribute to *The Autocar* as a pioneer in presenting to the motoring public the information it requires concerning car performance.

MOTOR INSURANCE PROFITS

IT is now possible to tabulate the combined figures of the insurance companies writing motor business, and the totals for the two groups of tariff and non-tariff offices appear as follows:

Year	TARIFF		Profit £
	Premiums £	Claims %	
1946	32,150,014	59.0	-2,261,838
1947	43,168,572	60.4	-2,445,774
1948	45,166,303	59.4	118,436
Year	NON-TARIFF		Profit £
	Premiums £	Claims %	
1946	14,264,369	54.7	-356,030
1947	17,035,305	58.8	-473,982
1948	20,454,176	56.6	208,879

Once again it is the old pre-war story of how small are the profits in comparison with a big premium income. But there is at least a plus and not a minus sign after the two earlier years of heavy loss. Profits during the war were high, owing to the number of cars stored, a contraction of business, and a reduced claims ratio.

The profit achieved in 1948, although greatly assisted by the factor, was not directly owed to the small reduction in the claims ratio as compared with 1947. It derived mainly from the reduction in the ratio for commission and expenses. As long ago as 1934 a slightly lower claims percentage was recorded by the

"tariffs," but an actual loss on the account occurred as commission and expenses in those days were 40.6 per cent of premiums as against 35.7 in 1948.

In 1938 and 1939 the tariff companies had a lower claims ratio than the non-tariffs. Since the war the advantage has been with the non-tariffs, as was the case in 1935, 1936 and 1937. The non-tariffs also have a slight advantage in a lower commission rate of 17.1 per cent as compared with 17.9 per cent. The probable significance of this is the larger proportion of overseas to total business held by the tariff group. Probably a normal claims ratio is around 56.5 per cent, so there is still room for a downward curve of the graph.

The greatest danger facing motor insurers is the persistent growth of awards for damages. Almost parallel cases in 1939 and 1949 have been awarded sums vastly different in size, and the movement had gone far even in 1939. Awards of £5,000 and £10,000 are almost commonplace. If any increase in premium has to be effected it will be caused as much by these rising awards as by any single factor. Motorists as a body have to foot the bill.

STANDARD

VANGUARD



*The Family Car—
popular everywhere*

THE STANDARD MOTOR COMPANY LTD., COVENTRY

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STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS • TRIUMPH CARS

All that's best in Britain...

Why Castrol is "the

HERE ARE THE REASONS

THE properties of the modern Castrol have been proved in a practical manner which is open to no other oil—it has already been used and found ideal by the majority of motorists in Britain.

*The
constituents*
which make
Castrol unique
as a lubricant
are :—*

- 1** Compounds of chromium and tin (the first of their kind in the world) which protect cylinder walls and piston rings from corrosive wear.
- 2** Mildly detergent additives which cleanse car engines from harmful carbon deposits. Cleansing agents were included in Castrol ten years before they became generally popular, and this advanced knowledge has proved invaluable in the development of the additives now in use.
- 3** Oxidation inhibitors, which minimise sludge formation, first included in Castrol as far back as 1936, and since that time greatly improved.

Unrivalled experience ensures that the additives in Castrol are perfectly adjusted to the "additive susceptibility" of the basic lubricating oils. Thus motorists receive a lubricant which always incorporates the latest advances in oil technology.

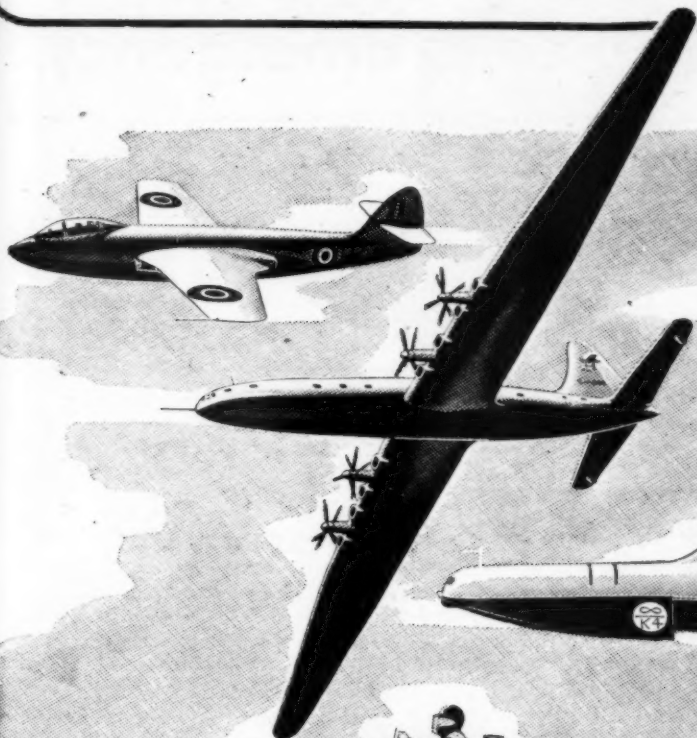
* Alkyl dithiophosphate
Aryl dithiophosphate
Naphthene sulphonate
in combination with
Chromium, Tin and Zinc.



This is why most British motorists say

masterpiece in oils"

AND HERE ARE THE PROOFS



Britain's fastest air race was won on Castrol.

The Brabazon, the largest civil aeroplane in the world, uses Castrol.

7 out of 10 motor engineers use Castrol in their own cars.

More British motorists and motor cyclists use Castrol than any other oil.

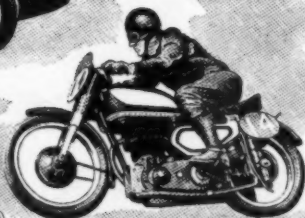


"Bluebird," the fastest boat in the world, relied on Castrol.



The most successful racing driver in Britain during 1949 used Castrol.

More I.O.M. T.T. motor cycle races have been won on Castrol than on any other oil.



Every British car and motor cycle maker approves Castrol.



63 U.S.A. "stock car" records were broken on Castrol.

'GIVE ME CASTROL EVERY TIME'

**Put the two new INDIA's in front.
I'll feel safer knowing I've got
tyres that really do grip the
road in any
emergency**



India's famous Red Ring returns to distinguish "the finest tyres made."

These notes are a further selection giving the point of view of the retailer and service station manager. They appear from time to time, and form an admirable balance for the frequent complaints regarding service that motorists make. Previous articles have appeared on October 21, November 18, December 9, 1949, January 6 and February 10, 1950.

Service Viewpoint

SEEING OURSELVES FROM THE OTHER SIDE OF THE PETROL PUMP

REPAIRS AND REBUILDING FOR ELDERLY CARS : LEGROOM

ALTHOUGH I have been a reader of *The Autocar* for more years than I care to remember, it was not until February 3 that I felt moved to disagree with an opinion expressed in "Disconnected Jottings." On that date The Scribe hinted that the larger service stations are reluctant to undertake extensive repairs to elderly cars because the shortage of spare parts calls for improvisation which might lead to damage to the service stations' reputations. This clearly calls for a reply from the other side of the petrol pump.

First of all, I must admit that my sympathies lie with the service stations. That I should feel like this is the fault of a few black sheep among motorists, for the misdeeds of whom the fair-minded majority have to suffer. These black sheep are the people who pester service stations to improvise, in order to "save" either time or cost, and then, if the results of improvisation prove unsuccessful, accuse the service station of bad workmanship, refuse to pay the bill and make outrageous demands by way of recompense, or even threaten legal proceedings.

Not so long ago a very well-known and respected firm was advised by its lawyer to settle out of court for several thousand pounds a claim for damages arising from an accident caused by the failure of a spurious spare part; this part had been fitted against the firm's advice (the genuine part being unobtainable) in response to the motorist's entreaties to get the car on the road again at all costs. My own firm had to pay (fortunately only a few pounds) in a similar case when we, in good faith, carried out a make-shift repair in order to save several weeks' delay which would have caused the owner of the vehicle great inconvenience and financial loss. This sort of ingratitude naturally puts us on our guard and motorists will do well to bear this in mind when they ask for improvisation.

The Scribe mentions a friend who was advised that complete reconditioning of a 1935 car would not be worth while. My sympathies are again partly with the service station

concerned. Let me imagine that The Scribe's friend's car was of the make my firm distributes and that he had laid his proposition before me; the conversation might have proceeded on these lines:

Scribe's Friend: "I want this car completely reconditioned; how much would it cost?"

Self: "Well, Sir, do you mean you want the car put into virtually new condition, or do you just want it patched up to last for, say, another 10,000 miles?"

S.F.: "I suggest you quote for the two alternatives."

S.: "For a complete rebuild, about £150-£200; for patching up, I simply cannot commit myself without a good deal of preliminary work finding out what repairs are essential."

S.F.: "As it looks like being about three years before I get a new car, I think I had better go in for complete reconditioning."

S. (brightening visibly): "Splendid, but it is my duty to warn you that the resale value of your car will not be increased by anything like the amount you will have to spend; and I respectfully suggest you think this matter over carefully before deciding."

S.F. (I hope): "No, my mind is made up. Please carry on at once and aim at completion with the minimum delay."

Frankly, I do not believe that any service station is today in a position to turn away major overhauls. Certainly I would not hesitate to undertake complete overhaul of any car, however old, provided I was not unreasonably tied as regards time and cost; the question of spares would not concern me unduly because I can rely on several mechanics to whom (to quote The Scribe) "scope for initiative is the spice of life."

Finally, I must refer to The Scribe's remarks about "taking pride in a task calling for more than the replacement of worn parts." My own experience, which is presumably representative, is that even the younger generation of mechanics enjoy, and take pride in, jobs which involve fitting as opposed to assembling; indeed a mechanic must be able to carry

out such jobs competently in order to graduate from semi-skilled to skilled status. Regrettably, however, the scope for fitting is rapidly diminishing. Replacement parts, particularly those supplied by the two members of the Big Six who have American connections, are very cheap; consequently installing replacement parts is more economical than repairing or improvising and is therefore in the best interests of the motorist.

SEVERAL letters published in the Correspondence columns have complained about headroom, legroom and driving positions. The reaction from the other side of the petrol pump to these complaints is not likely to endear me to the grumblers. In the course of my daily routine I jump in and out of all sorts of cars, sometimes just to manoeuvre them round the yard, sometimes to take them out for a short trial run. For such purposes I naturally do not trouble to adjust driving seats or steering columns in order to seek maximum comfort, although I am six feet tall and long in the leg; yet, believe it or not, I have not found any car uncomfortably cramped. Indeed, the only times I have wanted to adjust seats have been when I found myself dangerously (in my opinion) far away from the pedals, although the owners of these cars have often turned out to be half a head shorter than I am. It is my firm belief that the average motorist sits too far back and I often wonder how many accidents are caused by the consequent lack of proper pedal control.

The bench-type front seat of the popular 1949 car I usually drive is adjusted by lifting a slotted bar out of engagement with a fixed pin, moving the seat to a comfortable position and then engaging the nearest slot. My wife, who is five feet four, finds the extreme forward position just right and I drive long distances in perfect comfort with the second slot engaged; there are several more slots allowing positions farther from the wheel but in my view only an exceptionally tall person should need them.

SERVICEMAN.



Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Two-wheeled Learner

ON the outskirts of London last weekend I saw a pedal cyclist weaving gingerly down the gently sloping road with the learner-motorist's L sign securely tied to his chest and his back. I must admit that my first reaction was a smile but, need I say, on reflection the common sense of his precaution came home to me.

It is quite probable that the learner cyclist is more dangerous than the learner motorist, bearing in mind that



L sign securely tied.

he has balance to cope with, no "qualified cyclist" to help in emergency, and is more vulnerable. So many people learn to cycle in quiet places as youngsters that the wide use of these signs is not likely; but cycling does not come so easily to adults and I politely raise my hat to those who take such precautions—and give them a wide berth.

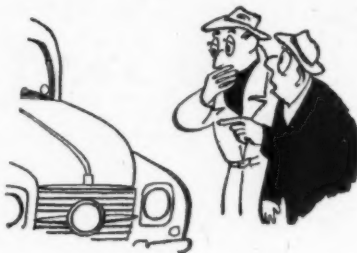
Motoring by Numbers

THE romance seems to be leaving motoring, if one can judge by the methods now used for identifying new models. On every tongue nowadays are such references as A.40, A.90, 4CV, 400, each following a maker's name. Alternatively a car is simply described by its make, with a suffix like 1½-litre, 2-litre, and so on up the scale. The proud owner could muster so much more affection for a Kestrel, Silver Eagle, or Aprilia.

Perhaps this classification of popular cars by numbers was influenced to some extent by the war-time method of identifying all kinds of equipment, including vehicles. Of course, some cars were numbered before the war, but, nevertheless, I feel that glamour is lost by this method.

The New 75

A RIDE in the new Rover 75 was the pleasure of your Scribe the other day, and I must admit that this hardened old motoring heart was a bit thrilled. The new design is so silky in action that the sense of



Failed to recognize it.

privilege grew no less, even when the owner of the car pointed to one or two things of which he disapproved.

The car is still a stranger on British roads—more's the pity—and as we progressed through the streets of London audible comments came in through the open windows. Most of the onlookers failed to recognize it, and those who did showed an exaggerated conceit at being in the know. The 75 will make a decided impact on British motoring when it becomes widely distributed, for the Solihull firm seems to this motorist, at any rate, to have scored a bull again.

Taxing for Demonstration

WE are a law-abiding people, oddly accepting without question what our bureaucrats tell us. How many of my readers, wanting to demonstrate an untaxed car to a possible purchaser, have done other than go through the full rigmarole of insuring, taxing and then reclaiming what is left over?

Provided that the intending purchaser has a normal cover note covering him while driving vehicles not belonging to him, and is only going to drive the car himself, what is there to stop a Road Fund licence being issued on that cover note? The tax people will probably refuse to issue a licence in such circumstances, but I doubt whether they are in the right in so doing.

The Motor Vehicles (Third Party Risks) Regulations (S.R. & O. 1941, Number 926), Section II, reads as follows: "any person . . . shall . . . produce . . . any necessary certificate of insurance . . . indicating that on the date when the licence comes into operation there will be in force a policy . . . in relation to the user of the motor vehicle. . . ."

The tax authorities, to the best of my belief, insist that the number on the insurance certificate and the registration book agrees. But on what authority in the above circumstances? The insurers would say that the car was covered. A taxation official would

argue that to accept this insurance certificate would lead to a number of licences being obtained without there being the proper cover, but the loopholes for this already being so numerous, does an extra one matter?

Lateral

CROSS-COUNTRY routes often come strange even if they are in one's frequent hunting grounds. The reason is that one tends to go "out and back" most of the time. A journey the other day took me from East Berkshire to Stevenage in Hertfordshire, the line for which was reasonably the North Orbital Road for London, running through Slough, Denham, Rickmansworth, and Watford to Hatfield. This road has come on splendidly, and is a real speed stretch; if the crossings for the big trunk A routes had been fly-overs it would have had some famous stretches. As it is it is surprisingly good for this country.

Later I went north-west for the Midlands, taking the line Hitchin, Shefford, Cophill, Ampthill and Woburn, and joining A5 at Little Brickhill. Again a surprise; my mount jinked along at 55 to 60 m.p.h., fairly reveling in the wide open bends and the equally open roads.

Bits and Pieces

A GLEAM in the road that caught my eye when strolling over a London bridge proved to be a bolt embedded in the surface, worn and polished to a perfect flat, and then I noticed what a large number of such objects there were embedded in the tar—nuts, bolts, wood screws, large



All that ironmongery.

nails and odd bits of metal generally. It is strange to think of all that ironmongery being shed, and of our tyres pushing it in and wearing it down. No wonder punctures are still not unknown, though it is a comfort to think that the soldiery, and indeed toilers generally, now wear natty shoes and not hobnailed boots.

The Autocar ROAD TESTS



DATA FOR THE DRIVER

VAUXHALL VELOX

PRICE, with four-door saloon body, £430, plus £120 3s 11d British purchase tax. Total (in Great Britain), £550 3s 11d.

ENGINE: 17.96 h.p. (R.A.C. rating), 6 cylinders, overhead valves. 69.5 x 100 mm, 2,275 c.c. Brake Horse-power: 58.3 at 3,500 r.p.m. Compression Ratio: 6.75 to 1. Max. Torque: 106.5 lb ft at 1,100 r.p.m. 18.2 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 22 cwt 0 qr 3 lb (2,467 lb). LB. per C.C.: 1.08. B.H.P. per TON: 52.94.

TYRE SIZE: 5.90 x 15 in on bolt-on steel disc wheels.

TANK CAPACITY: 10 English gallons. Approximate fuel consumption range, 20-26 m.p.g. (14.1-10.9 litres per 100 km).

TURNING CIRCLE: 40ft 6in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 1½ in. Track 4ft 2½ in (front); 4ft 2 in (rear). Overall length, 13ft 8½ in; width, 5ft 2 in; height, 5ft 5½ in. Minimum Ground Clearance: 6½ in.

ACCELERATION

Overall gear ratios	From 10-30 sec	From 20-40 sec	From 30-50 sec
4.125 to 1	10.2	11.8	14.2
6.76 to 1	6.6	7.7	—
14.15 to 1	—	—	—

From rest through gears to:—

	sec	sec
30 m.p.h. ..	7.4	60 m.p.h. 30.6
50 m.p.h. ..	19.3	

SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	14-23	22.5-37.0
2nd ..	39-49	62.8-78.9
Top ..	74	119.1

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
10	9
20	20
30	30.5
40	41
50	50
60	59
70	69.5

WEATHER: Dry, mild; high, gusty wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of September 9, 1949.

No. 1401: VAUXHALL

VELOX SALOON

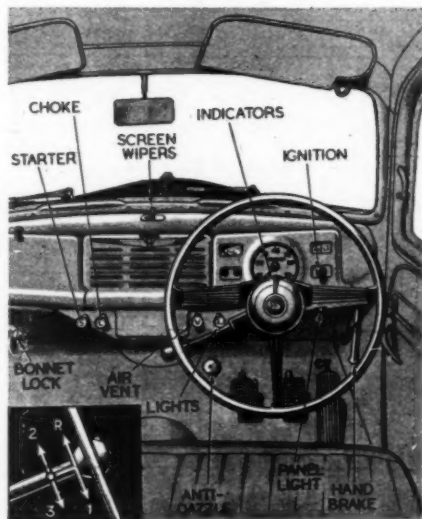
IN main design this larger model of the current Vauxhall range has not been changed since it was introduced in company with the four-cylinder Wyvern model shortly before the London Show of 1948. The latest 1950 edition of the Velox, represented by the car now tested, has, however, been provided with a new design of steering gear which is an important modification of interest to sample on the road.

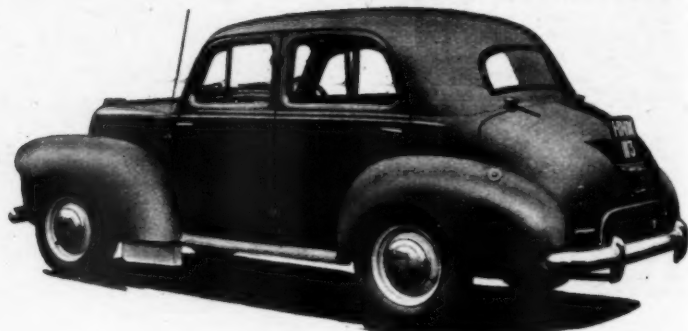
The six-cylinder Velox occupies a rather special place among British cars. It is unusual in the lower-priced field in having a six-cylinder engine, of approximately 2½-litre capacity, when most current cars of about the same engine capacity are four-cylinders. Also it is remarkable value and offers as high a ratio of engine size to total weight as can be found at anywhere near its price. Indeed, on such a basis of lb per c.c. the Velox is altogether outstanding among British cars as a whole. In addition it is designed to provide maximum engine torque at unusually low r.p.m., in the American style, with the result that the top gear acceleration is exceptionally good. Even better test results would be shown in the accompanying data table if the car had not been unlucky in getting a day of high wind when the acceleration figures were recorded.

Compact and Lively

The Velox in general outline is a not very large car, offering generous four-seater accommodation and occasional four-five-seater room, and because of its reasonable overall dimensions it is very handy in crowded conditions or narrow roads, yet has a performance over the generally used range of speed better almost than that of any car at present available from British factories. Good as is the modern four-cylinder, it is quickly felt that the Velox gains in smoothness and flexibility from the use of a six. It is extremely flexible on top gear in spite of this being a high ratio, is delightfully smooth in town use and for average motoring at medium to fast speeds, and, comparatively speaking, leaps up to a cruising rate of 55-60 m.p.h. It will remain happily in that range of speed, and there is no sense of fuss or stress up to a maximum around 75 m.p.h. No pinking was noticeable on the comparatively low-octane Pool petrol.

It is a quick car from point to point without mechanical fuss and without the driver having to work his passage, so to speak. In heavy town traffic the Velox proves less irksome than almost any contemporary car, notably because of its handiness of overall size already referred to, but also because of the lively acceleration and ability to





What might be called vestigial flutes remain in the one-piece bonnet of the Velox, reminders of a distinctive touch dating back many years in the traditions of Vauxhall. Separate side lamps are fitted; the fog lamp is a standard "extra" at 2 guineas. The four-window saloon presents clean surfaces. The neat petrol filler cap in the left rear wing is seen; it opens by spring action when the centre button is pressed. The rear number plate has been moved from the panel beneath the luggage compartment to its present position on the luggage locker lid to allow requirements in other countries to be easily met.

ROAD TEST

continued

shoot gaps wherever they present themselves. Little use has to be made of the gear lever. This car showed a strikingly unusual top gear ability by climbing throughout without change of gear a 1 in 9 maximum-gradient hill which is frequently included in the test route, whilst as to steeper grades a 1 in 6½ maximum hill proved easy on second gear.

Although an attempt has not been made to provide the maximum seating accommodation that could be given with an engine of the size used in the Velox, a worth-while result has been achieved in providing an exceptionally lively and yet economical car of medium size. It will easily go into an average private garage and leave room for the car doors to be opened easily, and for the owner to get right round the car for inspection purposes.

The front wheel independent suspension incorporates torsion bars operating in conjunction with a pre-compressed coil spring and hydraulic damping, the mechanism being enclosed and operating in oil bath conditions. The whole effect is soft and sometimes there is audible evidence of wheel motion occurring where surfaces deteriorate, but in the main the riding is level and there is not an unreasonable degree of roll under cornering methods faster than the average likely to be employed by an owner.

The new steering unquestionably gains in positiveness and accuracy by comparison with the previous mechanism. With a light wheel hold, hardly more than the hands resting on the wheel, the car holds a normal course, not needing to be steered consciously on the straight. It is quite high geared steering, yet light for low speed turning and manoeuvring. The lightness of the car in total weight does

involve the point that in high wind, as applied at one stage of the test, some effect on the car can be felt rather markedly on exposed stretches of road.

Lockheed hydraulically operated brakes act quickly in response to the pedal, with less lost motion than sometimes applies, but they do not come on over-fiercely or with any grabbing tendency. They go on record as good, easily applied brakes that inspire confidence for fast driving. The steering-column gear lever is easy in its movements. It is spring loaded fairly strongly towards the top and second positions of the three-speed box, which are obtained on the lower plane of the lever's movement. The synchromesh is virtually clashproof however quickly the lever is moved in either of the upward gear changes or down to second, although the occasions for dropping to second gear above about 30 m.p.h. are rare, and the torque characteristics of the engine are such that little advantage is gained on second gear appreciably above 40 m.p.h. On this 1950 model metal shields are fitted to protect the exposed linkage of the gear change against snow and mud.

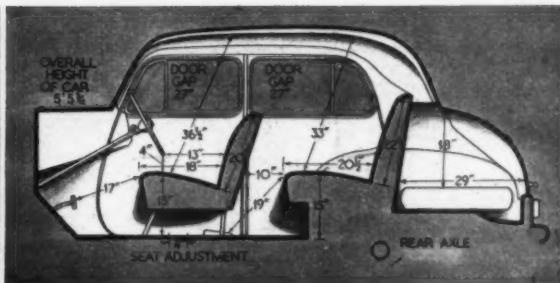
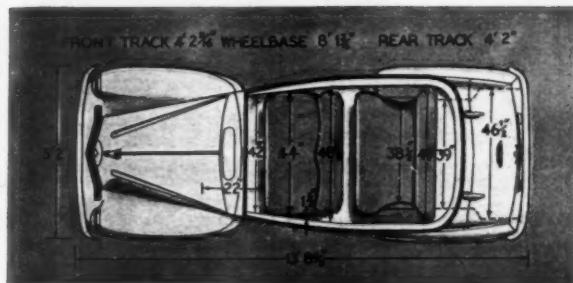
Driving Position

A one-piece front seat gives a comfortable position at the wheel, placing the driver fairly high for a good view. By the design of the springs in the back rest the effect is given of its being slightly shaped to the shoulders for both driver and passenger, an arrangement which proves comfortable. The seat is very easily adjusted, the movement being spring assisted, and the front of the cushion rises as the adjustment goes forward. The pedals are spaced

The six-cylinder overhead valve engine is neat and has the main auxiliaries accessible. The sparking plugs are entirely unobstructed, the oil filler cap is well placed in the valve gear cover, but the centrally mounted battery is not very convenient for inspection of the levels.

There is plenty of room in the luggage compartment, but it is a point of criticism that the spare wheel is not covered to provide a flat floor and protection of suitcases. The wide lid is light to lift and the supporting strut self-locks to hold it in the open position.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

well apart. There is a comfortable position for the left foot in its normal position off the clutch pedal. The steering wheel is at a good angle for easy and confident control. The one exception as regards convenience of controls is the pendant type of hand-brake lever under the facia, which is rather awkward to reach, although it holds the car securely on a gradient. Except for a small child, the front seat cannot be regarded as a three-seater for regular use, although no controls get in the way of such use, which could be made in an emergency.

A good view behind is given by the driving mirror. There is no rear window blind. The sun vizors can be swung to the sides to give protection against glare from a beam sun. Some control over ventilation additional to that given by the drop windows is provided by hinged panels in the forward doors. The main windows are balanced and can be moved up or down to any required position without use of the usual winding handle. The horn note is adequate. The metallicchrome external finish, which gives a duotone effect in certain lighting, is pleasing.

Efficient Interior Heater

Fitted to the car tested was a heating and ventilating system, an AC-Sphinx installation, which is a "standard extra" on the Velox at £8, plus fitting charges. This is a fresh-air system taking in air through a ventilator in the top of the scuttle, the control for which is incorporated among the minor controls on the facia. Heating is obtained at ordinary road speeds without use of the booster fan, and during a cold spell the system proved most efficient without any consumption of current. For deicing a control within reach of the driver allows the heater unit fan to be reversed and the whole supply of hot air to be deflected to the windscreen.

In detail the absence of an ash tray in the front compartment is surprising, although one is incorporated in the back of the front seat. Two other omissions noticed are a clock and trip mileometer in the speedometer, absent, no doubt, on the principle that essentials must come first when the basic value for money is as keen as that offered by the Velox. The rear seat has a good central arm rest and there are convenient sloping foot rests for the rear passengers beneath the tubular frame of the front seat.

Light signals replace ammeter and oil pressure gauge. The instruments, which include an engine thermometer, are ideally placed immediately in front of the driver. Their lighting at night is effective, but not so bright as to be distracting. The long-fitted Vauxhall feature of mechanically operated windscreen wipers, driven by a flexible shaft from the camshaft, is a good point. They are silent, their speed is proportionate to engine speed, and the control arrangement is now such that the blades are self-parking. Among a variety of accessories and extras available from Vauxhall dealers is a cover for the spare wheel, carried horizontally in the luggage compartment, to meet the criticism that the unprotected wheel is apt to damage suitcases. This cover costs 15s 6d.

A first-time start was obtained in a fairly wide range of temperatures that applied during the test; on two nights the car stood in the open, but an equally sure start from cold resulted. Almost immediately the engine fired, the choke control could be moved partially towards the normal position, and within a few hundred yards it could be put out of action altogether. The head-lamp beam is satisfactory and the foot-dipping switch convenient. Engine accessibility is rather above the average. It is of interest that the cooling system operates under a pressure of 3 1/2 lb per sq in, whereby the boiling point of the water is raised to 223 deg F.

The one-piece back rest of the front seat is shaped slightly to the shoulders of the driver and passenger. In the rear compartment there is a folding central arm rest. The usual window winders are absent, as the drop windows have a balanced action and can be moved up or down to any required position by direct pressure. Means is provided of locking the windows against outside interference when the car is parked.





This view of the main hall in which the exhibition was held gives an impression of the light interior, which was lavishly decorated with flowers and shrubs. Subsidiary halls opening from the main one housed commercial vehicles, coachwork, accessories and boat exhibits.

(Report on pages
332-336)

INTERNATIONAL OCCASION:

CARS FROM EIGHT



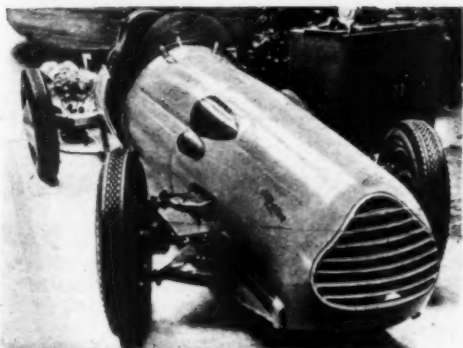
One of several body styles available on the Volkswagen is this two-seater coupé by Hebmüller. A four-seater convertible by Karmann was also shown.



The Keller, a medium-sized car assembled in Brussels from parts made in America, is now offered with this four-seater saloon body to supplement the station wagon. This is a prototype and production is expected later in the year.

Below: This attractive convertible with several original touches of decoration was produced on the Austin A.90 chassis by Beutler Bros., the Swiss coachbuilders.





This small racing car based on the Czech two-stroke Aero Minor is reminiscent of those which ran successfully at Le Mans, but has the Neidhart rubber independent suspension on all four wheels.



COUNTRIES AT GENEVA SHOW

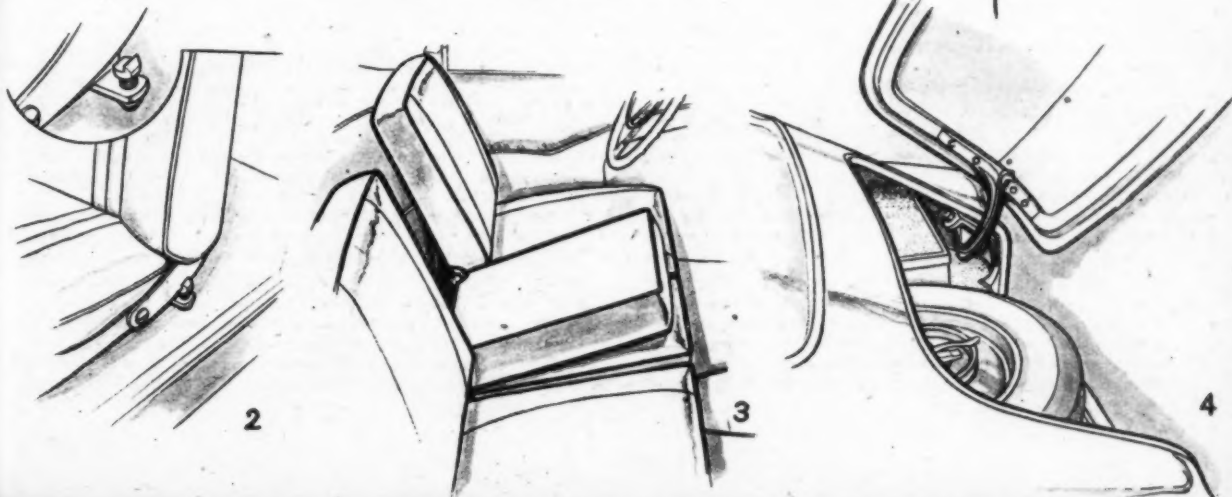


An extraordinary feature of the latest Cadillac is the dummy air intake ahead of the rear wheel, a meaningless decoration with no functional significance.

Left: Breaking away completely from his recent work with flowing lines and enclosed wheels, Ghia, the Italian coachbuilder, showed this sleek saloon with conventional radiator grille on the new Fiat 1400 chassis.

"The Autocar" artist noted . . .

1. Safety press buttons on the Saatchi-bodied Lago Taldot open the door sufficiently, when pressed, for the fingers to be inserted in order to complete the operation. 2. This very simple seat squab adjustment on the Austin Atlantic special convertible by Beuller is a good example of Swiss ingenuity. 3. In the drop-head version of the Vanguard, made in Belgium, the centre portion of the seat squab folds forward to provide a very wide arm rest for two passengers. 4. Unusual opening of the luggage locker lid on the Ghia-bodied Fiat. The hinge is at the right and the lid opens like the back cover of a book.



WHY TYRES WEAR, AND HOW

TYRE LIFE TODAY

DISCUSSIONS about tyre life are perhaps the hardest of all the perennials in motoring conversation. This may well be because motorists driving identical makes of cars on similar tyres can quite easily get tyre mileages which vary very considerably. Such a state of affairs is a breeding ground for theories of all descriptions, including some whose ingenuity is only equalled by their improbability.

At the present time the subject is of more than usual interest. This is because those cars of entirely new design, which have made their appearance in the last two years or so, have now been on the road long enough for the average owner to obtain some idea of his ultimate tyre life. Here are an expert's views on the subject.

ALTHOUGH tyres of current manufacture are undoubtedly of higher quality than those manufactured before the war, it does not necessarily follow that today every motorist will obtain a longer tyre life. Cars of current design have a greatly increased performance capability and correspondingly more efficient brakes. Their riding qualities are so improved that the average driver finds himself taking curves and corners, adverse cambers, rough roads and the like without the slackening in speed which would have been automatic ten years ago. All this imposes greatly increased wear on the tyres, and has to be paid for in terms of tyre life.

Careful measurements of tyre wear have been made on hundreds of cars in service stations (with the permission of those concerned). These show big differences in mileage. On any particular make of car, the average tyre mileage which can be obtained covers a range of about six or seven to one. This is owing to the influence of driving methods, condition of chassis, tyre maintenance, weather, conditions of roads, and so on. To illustrate this, let us assume that on a certain design the average tyre mileage is 15,000 miles. The frequency distribution curve from which this average

is deduced will probably be of the type shown below in Fig. 1.

This shows that individual cases may give mileages as low as 5,000 or as high as 35,000. It should be emphasized that this state of affairs is normally encountered with any make or model of car in service. Generally speaking (with some few exceptions) all the variations responsible for the exceptionally low or high mileages are under the control of the driver.

The relative importance of the various factors which influence tyre life has changed in the last few years. Formerly, braking and acceleration probably headed the list, but today must be added the important influences on tyre life resulting from the use of independent front suspension, the way in which curves and corners are taken, and the more common achievement of high average speeds.

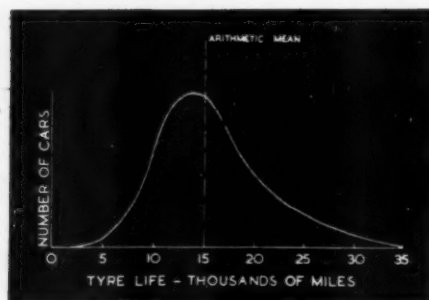


Fig. 1. Frequency distribution curve of usual tyre life on a typical model.

There is also another difference between pre-war and post-war conditions. Formerly, the wear was usually greatest on the rear tyres, but today the front tyres almost invariably wear more quickly. This is connected with the tendency to concentrate the weight of the car nearer the front, increased braking effort on front wheels, together with the general adoption of independent front-wheel suspension. A detailed survey of the effect of these and other factors will undoubtedly help the user to obtain more life from his tyres.

One of the big differences between the pre-war and post-war cars is the adoption of independent front suspension. This may have a small adverse effect on tyre life owing to the geometrical changes which inevitably occur as one or both front wheels rise and fall. However, the chief effect is indirect, in that the use of independent front suspension (together with other design improvements) has enabled drivers to corner faster with better control, and to ride faster over poor roads without discomfort. It should perhaps be mentioned that the term "cornering" includes motoring along curves and round traffic islands as well as taking the obvious corner.

The marked effect of cornering on tyre life is because all tyres on the car deviate from the direction in which the car is travelling. The degree of deviation is expressed as slip, or creep, angle. It is not a defect in either driving method or chassis design. Tyre deviation is necessary in cornering to obtain forces from the tyres to guide the car round the corner. These are known as cornering forces. They are also necessary to control the course of the car on a cambered road or in a cross wind.

This necessary tyre deviation in cornering should not be confused with incorrect toe-in or toe-out of front wheels, usually described as misalignment. Naturally, any initial incorrect setting of front wheels introduces an additional wear effect, and should be eliminated.

The nature of cornering force can be more clearly understood by referring to a simple diagram. (Fig. 2.)

If we swing a weight on a piece of string it will stretch the string tight. This is owing to centrifugal force. If

WEAR CAN BE MINIMIZED

by P. D. PATERSON, A.I.R.A., Dunlop Research Centre

the weight is big enough or we swing it round fast enough, centrifugal force will increase till it breaks the string and the weight flies off out of control. When, as in the diagram, a car turns or swings about a point A, similar forces are operating, but there is no string to keep the car under control. The equivalent, however, is provided by cornering force set up in the tyres, which opposes the centrifugal force, as shown by the arrows. This cornering force is obtained from the front and rear tyres, which are moving in a slightly different direction from that in which they are aiming. It can be regarded as a natural reaction of the tyre in trying to recover from a distorted position. In doing this, the tyre tread must necessarily rub the surface of the road to a certain extent. It is this rubbing which is so potent a factor in wear. It is obvious that high cornering speeds intensify the rubbing effect and increase the wear.

An interesting commentary on the effect of cornering on tyre wear is given by a report from America. This describes an experiment in which a vacuum cleaner was used to pick up equivalent samples of road dust on a corner and on a straight length of road. The dust obtained was analysed for rubber content, and showed that *eight times as much rubber per yard of road was present in the dust from the corner as compared with that from the straight.*

Cornering force is also necessary to control a car during a strong cross wind, but the additional tyre wear from this cause only is not very great.

The effect of high average speeds (which naturally involve high speed cornering and frequent use of brakes) can be very remarkable. In an event such as the Alpine Rally, for example, tyres have been known to become smooth in as little as 400 miles. This phenomenally low figure is the result of high speeds on twisty mountain roads. In countries such as the U.S.A., with its long, straight roads, a much higher overall tyre life can be obtained in spite of

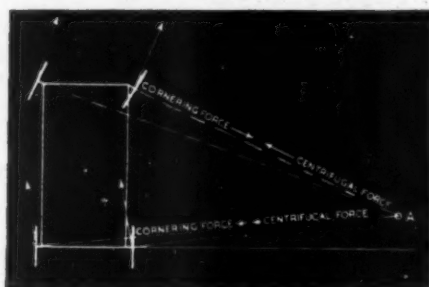


Fig. 2. The battle of forces in corners. Centrifugal force is opposed by tyre cornering force.

high average speeds, this undoubtedly owing to the comparative absence of cornering. In one particular case a model in the popular class which has produced a tyre life of 12,000 miles in England achieved a tyre life of 20,000 miles in the U.S.A.

If we separate front and rear tyres in comparing pre-war and post-war designs, we find that the relative rate of tyre wear between front and rear has been almost completely reversed. This is shown more clearly in the following table where, for the purpose of comparison, estimated

tyre life on the front wheels is expressed as 100 units in each example.

This alteration in relative rate of wear between front and rear tyres is largely accounted for by changes in weight distribution, braking distribution and the adoption of independent front suspension. The concentration of weight towards the front of the car undoubtedly improves the handling characteristics of today's car compared with those of its pre-war equivalent in the same class. It is inevitable, however, that the tyres, particularly at the front, have more work to do.

It is not generally known what an important effect weather conditions have on tyre life. Water is a very effective lubricant for rubber, so that in wet weather the rate at which rubber is worn away as the tyre rubs against the road is much reduced. Some recent tests illustrate the effect of wet and dry roads on tyre life. An idea of the conditions prevailing during these tests and their approximate effect on tyre life is shown in Fig. 3.

These results are confirmed by service statistics which

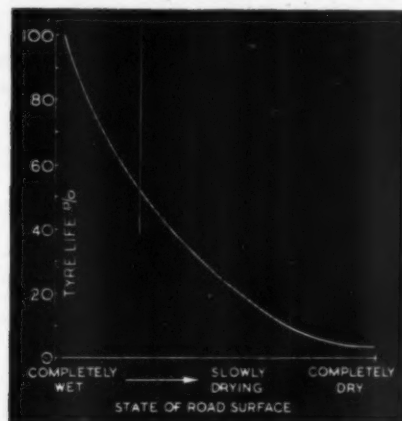


Fig. 3. Reduction of tyre life caused by degree of dryness of road surface.

show that tyre wear in the average British summer is about 2½ times greater than in the average British winter. This is not entirely owing to differences in the wetness of the road surface, because the higher tyre temperatures achieved in summer also play their part in reducing tyre life. However, it is clear that if it were possible to maintain both tyre and road completely wet under all circumstances, tyre life (in respect of tread wear) would probably be prolonged very considerably. It should, of course, be realized that under such conditions, skid resistance and general gripping powers, at least on some road surfaces, would be much reduced and consequently motorists would also find it necessary to reduce acceleration, speed of turning and braking.

In addition to the dryness or otherwise of the road surface, its degree of roughness has a marked influence upon tyre life. Some road surfaces are much more abrasive than others (according to the kind of top dressing employed). Tyres are worn out more quickly on such surfaces. Experience has shown that the rate at which tyres wear out varies considerably in different districts of the British Isles. This is, of course, also influenced by other factors such as steepness of gradient, frequency of corners and density of traffic, but after allowing for the effect of these factors it is clear that variations in road surface have an important influence on tyre life.

The front wheels of a car should be set according to the manufacturer's recommendations, which may be parallel, or with a slight toe-in or slight toe-out. The recommended setting is designed so that the wheels are parallel when

ESTIMATED TYRE LIFE	Cars of Post-War Design		Cars of Pre-War Design in the Same Class	
	Front	Rear	Front	Rear
Example A ...	100	117	100	85
B ...	100	108	100	85
C ...	100	124	100	98
D ...	100	104	100	96
E ...	100	114	100	102

WHY TYRES WEAR

continued

the car is moving forward in a straight line. Any deviation from the recommended figure results in additional tyre wear. This effect is more significant today than it has ever been before. It is becoming generally known that too much toe-in usually wears the left front tyre, and too much toe-out the right front tyre, on cars running according to the British rule of the road. The reason for this can be seen quite easily by referring to Fig. 4.

The crab-like progress of the car is necessary to counter the effect of the camber (as explained with reference to cornering force), but is exaggerated in order to show the effect more clearly. It is necessary to obtain sufficient cornering force from the tyres to hold the car against the camber. The wearing effect can be seen more easily if we realize, in A, that all four tyres are misaligned to the same extent, and that the rates of wear are approximately equal. In B it can be seen that the left front tyre is more nearly parallel to the movement of the car, and provides little or no cornering force. This deficiency has to be made up by the right front tyre, which moves along with a relatively high slip angle, and is in consequence worn out faster. In C the opposite applies. In countries where to drive on the right is the rule of the road, the whole effect is, of course, reversed.

For reasons which are not completely understood (but which are probably connected with the redistribution of weight and braking power and the adoption of independent front suspension), the modern car sometimes develops irregular wear on its front tyres. Tyres on driven wheels

seldom wear irregularly. Such irregular wear usually takes the form of a series of depressions or "scallops" in the tread pattern at about twenty places round the circumference. Tread patterns on modern tyres are designed to help combat this effect. Another form of irregular wear may also occur known as "rib punching," in which the ribs or pattern segments next to those on the outer shoulders wear differ-

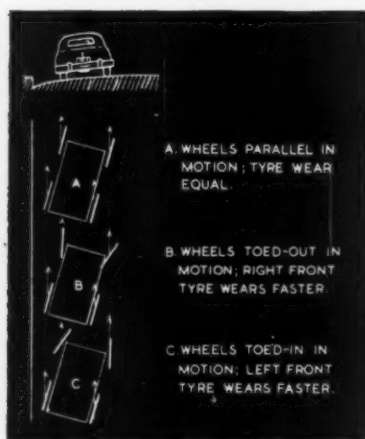


Fig. 4. Effect of misalignment on tyre wear.

ently from their neighbours. This effect, however, is not particularly serious, and can be minimized by suitably rotating the tyres around the car at regular intervals (as explained later).

Acceleration and braking undoubtedly play a part in determining tyre life, but if moderate, their influence upon rate of wear is appreciably less than that of such factors as fast cornering, associated with high average speeds.

The maintenance of the correct inflation pressure is, of course, highly important in relation to casing life. At 30 m.p.h. the walls of a car tyre have to bend or flex about 400 times every minute; if through reduced inflation pressure this bending is exaggerated, the strain on the casing increases very rapidly and an early tyre failure is possible. It is not always understood, however, that under-inflation causes the tread of the tyre to wear irregularly and more rapidly. This is partly because the increased flexing causes the tread segments to "shuffle" on the road, and in consequence to wear away more quickly. It is also because an inflation pressure lower than that recommended reduces the capacity of the tyre

to generate cornering force, or lowers its "cornering power." This means that to produce the necessary cornering force for a given manoeuvre, a bigger slip angle is required, and the wear effect is, therefore, increased.

It may be interesting to record that a certain test made under carefully controlled conditions (in which pressure was the only variable) showed that a 10 per cent reduction in pressure in lb per sq in increased rate of tread wear by 13 per cent. Obviously, these figures would vary according to circumstances.

Obtaining maximum tyre life (particularly as regards tread life) is very largely in the hands of the driver, although chassis design and maintenance must also play a part. In the great majority of cases, prolonging tyre life to the greatest possible length will necessarily mean that the performance of the car cannot be exploited to its fullest extent. Each driver must choose between obtaining the

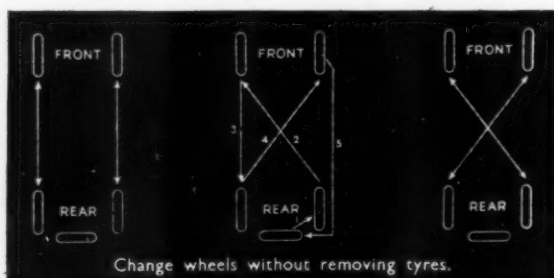


Fig. 5. Tyre rotation diagram. A regular rotation plan will equalize wear on all five tyres, smoothing out tendencies to irregular wear. It will not, of course, obviate rapid wear although it may, to some extent, minimize it and distribute it all over the tyres.

maximum performance from his car or the maximum life from his tyres. If the latter course is decided upon, the principal action to be taken is briefly summarized below:—

Cornering.—Take corners easily, especially when the road camber is against you.

Average Speeds.—Do not make high average speeds a habit, treat them rather as being available in an emergency.

Alignment.—It is a good plan to check the wheel alignment on a new car at an early stage in its life, and re-check it at regular intervals of, say, 5,000 miles.

Brakes.—Brakes must be kept properly adjusted and balanced.

Tyre Rotation.—One of the most effective ways of prolonging tyre life is to change the tyres from one position to another every 2,000 miles. This can be done in various ways, according to the type of jacking system available and whether it is desired to introduce the spare wheel into the sequence. Examples are shown in Fig. 5.

Tyre Maintenance.—Regular attention to tyre pressures (when the tyres are cold), periodical inspection of all tyres and removal of flints, immediate repair of damage, the fitting of dust caps to all valves, avoidance of severe impacts such as "kerbing," and attention to recommendations made in service literature, are, of course, a *sine qua non* of maximum tyre life.

If the driver's choice is to exploit the performance of his car at the expense of his tyres, he can still help himself to some extent by attention to alignment, brake balance, rotation and general tyre maintenance.

It will have become clear that progress in tyre design and car design results in a more or less continual tug-of-war between opposing factors. Improved designs of car which offer more pleasurable motoring to the owner need to be matched by improved designs of tyre to keep a level balance. Up to the present the honours appear to be reasonably even, but the co-operation of the driver is more than ever necessary if this is to remain so. Such co-operation can be achieved only if the driver understands the significance of all factors influencing tyre wear, and how his own actions can affect them. For this reason it is hoped that this relatively simple exposition will enable all car users to obtain the full life that tyre designers have built into their products.

For Town or Country

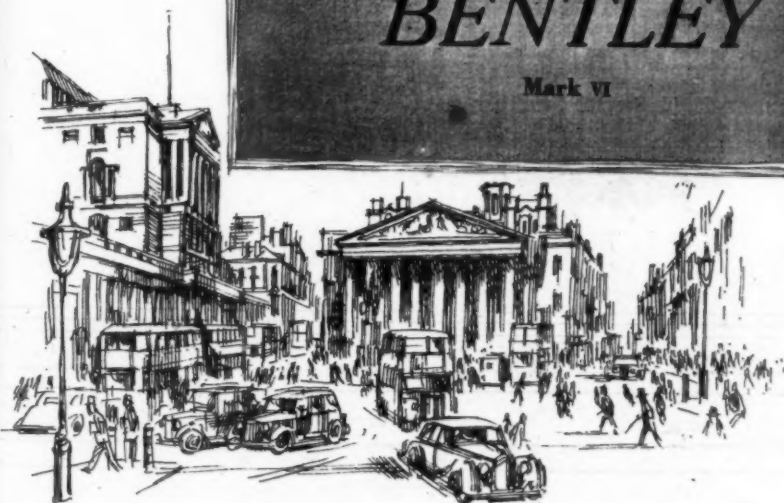


"There is little need to describe
the virtues of the Mark VI Bentley, as such, for it is
known to be one of the finest cars built
in this present day and age."
—Motor Sport

The 41 litre

BENTLEY

Mark VI



The Silent Sports Car

With an eye to the future



Boat Race - April 1st.

CLEVELAND PETROLS LATER

NEW CARS DESCRIBED

Five seats, two doors and utmost simplicity in equipment are features of the smaller economy Kaiser to be produced this summer. It will be available with four- or six-cylinder engine made by Willys.



Kaiser-Frazer Range Includes New Small Car

EUROPEAN SIZE FIVE-SEATER WILL HAVE FOUR OR SIX-CYLINDER ENGINE BY WILLYS.
COMPLETELY NEW KAISERS AND MODIFIED FRAZERS OFFERED WITH HYDRAMATIC OR OVERDRIVE

THE latest Kaiser-Frazer range revealed at the recent Chicago Automobile Show comprises three distinct types which the company has chosen to designate as "1951" models. An entirely new Kaiser has been produced with a redesigned chassis and elegant coachwork styled on best current Continental lines. The Frazer, Kaiser's higher priced car, is continued with new bonnet, grille and wings which completely change its appearance. Finally there is a new small car which is expected to go into production some time this summer. Kaiser thus becomes the first major American manufacturer to make up his mind to compete directly with imported family cars, and the prototype shown at Chicago is probably the best-looking American small car seen to date.

Kaiser-Frazer cars are now offered with G.M. Hydramatic drive as optional equipment, or overdrive can be added to the normal synchromesh gear box as a cheaper alternative. Both cars employ the same type of side-valve six-cylinder

engine of 3,807 c.c. which has now been improved in detail by modifications to manifolds and valve gear to give 115 b.h.p.

The new Kaiser chassis for the standard-size car has a wheelbase of 9ft 10½in—that is, 5in less than before. The centre of gravity is low and modifications have been made to reduce brake fade, and increase accuracy of the steering. Externally the car is characterized by slim screen pillars sloping at a sharp angle and has one of the simplest and most elegant front ends seen on any American car. On the side there is no applied ornament except a big plated rubbing strip which supplements the front and rear bumpers to give the car all-round protection at bumper level.

Detail Fittings

The spare wheel is carried below the floor of the luggage locker alongside a kidney-shaped fuel tank. This allows space for a good deal of luggage despite the low lines of the car.

Instruments are grouped in one big dial above the steering column, deeply hooded to prevent reflections in the screen at night. Apart from this local protuberance, the whole width of the fascia panel is covered with a "crash pad" to protect the occupants from facial injuries in minor collisions. The padding consists of sponge rubber covered with plastic fabric. Side windows are set in thin panes which bring them almost flush with the body panels.

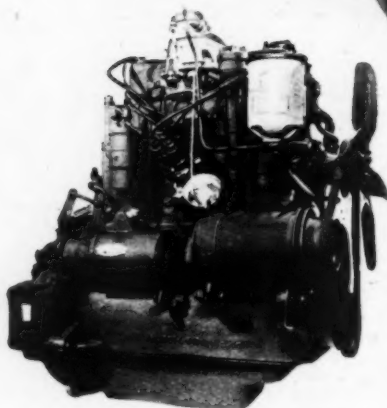
On the Frazer, raised rear wings combine with front wings sharply swept back below the head lamps to give an impression of extra length to the car. The grille has been replaced by a low, wide air intake outlined by a heavy chromium plated frame. The Manhattan four-door saloon features a centre pillar with glass insert to improve all-round visibility. These cars have a wheelbase of 10ft 3½in.

Full details of the small car have not yet been released and only a hand-made prototype has been shown. It has, however, the full width American track and seats five people: three in front and two

Considerable re-tooling has completely changed the appearance of the Frazer for this season. This is the Manhattan, a fixed-head four-door car on which the central body pillar has a glass insert to improve passenger vision.



KAISER-FRAZER RANGE: continued



The new Willys engine, known as the Hurricane, which is expected to figure as power unit of the smaller Kaiser car to be produced this summer. This engine has inlet valves over the exhaust and is said to give 72 b.h.p. from a swept volume of 2,199 c.c.

There is real elegance in the line of the new Kaiser, which has new bodywork, a lower chassis and a shorter wheelbase than before. This is the two-door saloon.

in the rear. Roof and tail panel are pressed in one piece and the luggage locker is reached from inside the car by swinging forward the rear back-rest.

With this model, Kaiser hopes to appeal to drivers in rural areas who are still using pre-war cars because the opulent and obese post-war automobiles are too easily damaged in rough country. Prices are not yet fixed but are expected to be about the same as the current figure for a second-hand Chevrolet. Wheelbase is 8 ft 4 in.

Kaiser will spend about £1,500,000 on production of this new "austerity" model out of the total of £12,000,000 recently loaned to Kaiser-Frazer by the Reconstruction Finance Corporation.

The car will be offered in standard or de luxe forms having four- or six-cylinder engines respectively. These are expected to be the new Willys power units with overhead inlet valves, details of which have just been announced.

An engine with overhead inlet and side

exhaust valves is known in America as an "F Head." The Willys four-cylinder version, which is the first one to be revealed, has a bore and stroke of 79.4 x 111 mm, giving a swept volume of 2,199 c.c. (134.2 cu in). The engine is offered with a normal compression ratio of 7.4 to 1 but can be had with a 7.8 compression for high altitude operation. The maximum output is given as 72 b.h.p. at 4,000 r.p.m. This type of valve layout, which is used in Europe by Rolls-Royce and Rover, has been found to promote efficient combustion and allows room to cool the valves very effectively. The gains are expressed in good fuel consumption and Willys research engineers claim that the new engine reduces fuel consumption by 11.3 per cent at full throttle and 25 per cent on part throttle as compared with their former side-valve units. They claim that the F head layout promotes volumetric efficiency and permits the use of a high compression without detonation.

ON ILKLA' MOORS: YORKSHIRE S.C.C.'s TROPHY TRIAL A TOUGH ONE

FOR their 4-44 Trophy Trial last Sunday the Yorkshire S.C.C. had a record entry. Most of the northern trials enthusiasts were amongst those present at the start at the Crescent Hotel, Ilkley, and the course lived up to its reputation as a stiff test, by virtue of a considerable amount of rain which had fallen in the previous two days. As a result, no competitor completed the course without loss of marks, even the winner losing a total of 21.

Two tests preceded the first hill, which was, at first, expected to be easy, but in fact defeated quite a number of the entrants. One entertaining section unfortunately had to be washed out, mainly on account of congestion caused by spectators' cars.

Next came Bank Top I, and here only eleven cars reached the "observed section ends" sign, while section one of Bank Top II beat the entire entry with the exception of T. C. Harrison, who reached section two.

After lunch competitors proceeded to Hoodstorth, where again most drivers found difficulty in reaching the top, notable exception being light-heavyweight M. S. Wilson (Wilson 1,172). Notable climbs of Kexghyll were made by Ken Bancroft (Bancroft Spl), F. Dean (A. W. Spl) and J. C. Wallwork (Standard); but F. A. Rhodes had the bad luck to fail after surmounting the worst part of the climb. Three hills came next, all in

one area, and Snowdon Bank, having suffered from a good deal of rain, proved very tricky, the surface being mostly dead leaves and bracken. Here good climbs were made by Harrison and M. Wilde (Ford Spl), but, surprisingly, their team mate, E. B. Wadsworth, also in a Ford, Special had difficulty in leaving the line. After the last hill, Zig-Snag, which was climbed only by Harrison, competi-

tors returned to the Crescent Hotel, at Ilkley, where the results were announced before they had all finished dinner.

PROVISIONAL RESULTS

4-44 Trophy (best performance): Ward Spl 1,172 (R. W. Hesley).

Best opposite class: Frazer-Nash-B.M.W. 1,911 (F. A. Rhodes).

First-class awards: Harford 1,172 (T. C. Harrison), Bancroft Spl 1,172 (K. E. Bancroft), Ford Spl 1,172 (M. Wilde), Ford Spl 1,172 (A. D. Aldred). 59 entries.

Driving by Uninsured Persons

LAWYER-ON-WHEELS writes: If you allow an uninsured person to drive your car, and, while he is doing so, he injures a third person by his negligent driving, the injured person can recover damages against the driver (for what he may be worth) but also against you. This is because you have contravened S.35 of the Road Traffic Act, 1930, by causing or permitting the uninsured use of your car, and because it has been held that for that breach of statutory duty you can be made liable in a civil action if, as a result of it, the injured person is left without a remedy against the negligent driver because of the latter's lack of means (see *Monk v Warbey* (1935) I.K.B.75). In a recent case (*Corfield v Groves and Others*, February 2, 1950), the owner of a car disputed his liability under the principle above explained because of an agree-

ment dated June 17, 1946, between the Minister of Transport and the Motor Insurers' Bureau, whereby that body would in certain circumstances pay the amount of any damages awarded against the uninsured driver. Mr. Justice Hilbery rejected that argument and gave judgment for £5,250 for the plaintiff, whose husband had been killed by the negligence of the uninsured driver, against both the driver and the owner of the car. He made it clear, however, that the defendants would not have to pay if the Bureau satisfied the judgment, because, of course, the plaintiff could not recover damages twice.

If it be asked why the owner should mind having judgment given against him if the Bureau is going to pay, the answer, of course, is that if he has a judgment against him he has to pay the costs!

A word of explanation to our friends in Britain about Austin Cars

Don't think that you have been forgotten. We are looking forward as eagerly as you to the day when we shall be allowed to supply you, and meantime we crave your indulgence and commend your patience.

We know you realise that the restriction on home deliveries is due to Government direction, arising from the necessity to earn foreign currency, and in this regard there may be some comfort in the fact that Austin are the largest producers and exporters in Britain to-day.



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1939 ARMSTRONG 25 7-seater limousine, 27,000 miles £1,075	1947 ROVER 16 h.p. Sports Saloon, 10,000 miles £1,175
1948 BENTLEY Mark VI 4½-litre Steel Saloon, radio, 10,000 miles £3,750	1948 SINGER Super 10 Saloon, 3,000 miles £725
1938 DAIMLER 4-light Straight Eight Sports Saloon by Young £795	1948 STANDARD 14 Saloon, 5,000 miles £850
1949 FORD 10 h.p. Prefect Saloon, 4,000 miles £750	1948/49 SUNBEAM TALBOT 90 Sports Saloon, 5,000 miles £1,285
1948 FORD Pilot saloon, 5,000 miles .. £1,050	1947 VAUXHALL 10 Saloon, radio, 6,000 miles £685
1948 HILLMAN MINX Phase II Saloon, 2,000 miles £795	1946 WOLSELEY 10 Saloon, 17,000 miles. £645



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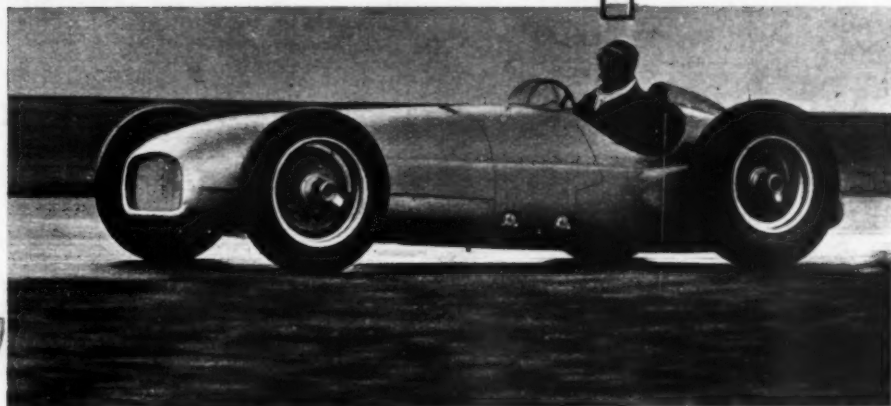
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1950 COMPETITION OUTLOOK



QUESTIONS AND CERTAINTIES OF THE COMING SEASON

AT this time of year there are dozens, if not hundreds, of garages and tuning sheds all over the country in which work is progressing with varying degrees of method and frantic haste on cars which are intended to run in this season's competitions. This will be the fullest year of competition since the war, and there are plenty of signs that the general enthusiasm, among both competitors and spectators, will reach unprecedented heights and make the season a memorable one.

In this country we still suffer from the lack of a real motor racing circuit and, in consequence, our major international races will, as usual, be run either at Silverstone or across the water—in other words, at Jersey, Belfast or in the Isle of Man. However, the circuit at Blandford, in Dorset, where racing has been commenced under the auspices of the enterprising West Hants and Dorset Motor Club, is the nearest thing to a road circuit that we have had since the days of Donington, and it is a pity that it is not on a scale to permit of the holding thereon of Grand Prix races.

Silverstone, of course, will be busier than ever with two major meetings and at least twelve club events, while Goodwood, gradually being improved from the spectator's viewpoint, will also take its full share. Sprint events are also as popular as ever, and new courses for speed trials and hill-climbs are sprouting up in all parts of Britain. Long-distance rallies, however, like the old M.C.C. classic trials, remain out of the question while the present petrol restrictions continue.

As far as the Grand Prix races are concerned, the big question in this country is centred on the B.R.M.—when will it appear; who will be driving it; and just how sensational will its performance be? As yet, no answer can be given to any of these questions, although some announcement may be made with regard to the second one in the near future. As to its first appearance, the sponsors are very rightly reluctant to commit themselves until they consider the car ready to acquit itself honourably—but, whatever the difficulties that have been encountered, from 1946 to 1950 is indeed an unconscionable time.

It now seems fairly certain that the Alfa-Romeo team will reappear this season, with the Type 158 cars, slightly modified to give even more power than on their last appearance in 1948. Ferrari have the redesigned, and now two-

stage blown, cars; Maserati are reputed to be developing an unblown 4½-litre in addition to their well-known Type 4CLT model; Milan have an entirely new chassis in which to put their Speluzzi-designed engine, and Talbot will also be in the fray with slightly faster versions of the familiar 4½-litre Lago Record.

Apart from the B.R.M., this country's hopes rest on the E-type E.R.A.s of Peter Walker and Leslie Johnson, and the Altas of Geoff Crossley and, it is said, J. Kelly, the Irish driver, with the interesting intervention of the famous Grand Prix Delage, two examples of which have now been purchased by R. R. C. Walker and are being rebuilt under the supervision of Freddie Dixon for Tony Rolt to drive.

Interest is quickening in Formula II; on the Continent there will be the V-eight 2-litre Simca Gordini, the Ferrari, the A.F.M. and Meteor from Germany, and possibly another V-eight 2-litre in a chassis by Cisitalia from the Italian stable of Carlo Abarth. Over here we shall see the new H.W.M., the Cooper with the new 1,100 c.c. J.A.P. engine, more than one example of both Rover- and Riley-engined cars, and, it is rumoured, a completely new and very exciting racing car from the Connaught stable. Among the H.W.M. drivers will be Stirling Moss and George Abecassis; it is doubtful, incidentally, whether the latter will appear in his G.P. Alta this season. There do not seem to be many Formula II races planned for Britain, but we have the Blandford Trophy, the Madgwick Trophy at Goodwood, and the Manx Cup race in the Isle of Man for cars up to 1,100 c.c. blown and 2,500 c.c. unblown.

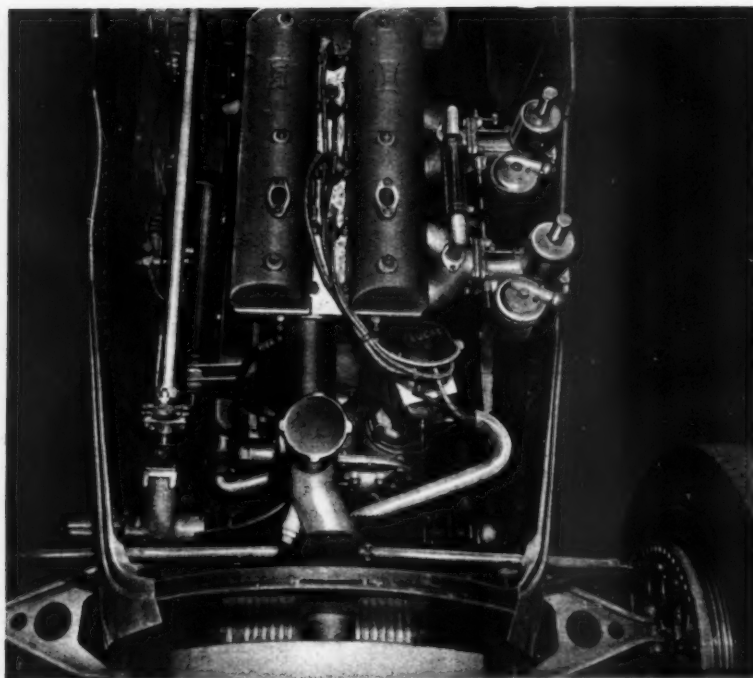
The new 500 c.c. Trimax with Spike Rhiando at the wheel; very sleek-looking, this car has yet to prove itself in competition. The engine is the well-tried J.A.P.



COMPETITION OUTLOOK: continued



John Heath has profited by his successes of last year in the production of the new H.W.M. team, the first car of which is shown here, almost completed, at the premises of the coach-builders, Leacroft of Egham. Details that will be noticed are the independent suspension by transverse leaf springs at both front and rear, and the rack and pinion steering layout. The well-tried 2-litre unblown Alta engine transmits power through a Wilson-type pre-selector gear box.



Other short-distance events will, no doubt, be held in some of the smaller meetings at Silverstone.

This season will be the first in which events for 500 c.c. cars will be held under the international Formula III, and an enormous amount of interest is already evident on both sides of the Channel. In France there are the D.B. cars and an increasing number of "one-off" specials; Italy is expected to produce cars by Nardi-Danese and—possibly—Gilera, while Belgium, Germany and Sweden are among other countries in which cars of this type are under construction. The array of British machines, however, will still be the largest of all, which will be a welcome change from the state of affairs which has obtained for so long in most racing car fields. Coopers will, of course, form the main body of the attack, and many new names will appear among their entrants. It is hoped that the Iota concern will provide several more cars to accompany the original, now owned by Clive Lones; the Marwyn, however, is apparently now out of production, although a project is afoot for the reorganization of the company. Another new design will shortly go into limited production in the south of England, while among the literally

dozens of single cars under construction may be mentioned Spike Rhiando's Trimax, the f.w.d. Emery (which uses a V-twin 500 c.c. J.A.P. engine), and the new car constructed by speedway specialist Alf Bottoms, which utilizes a Manx Norton engine and is based on the Cowlan. There is also the ambitious project of a well-known ex-racing motor cyclist which, when complete, will be driven by Stirling Moss.

The revival of the T.T. race in Northern Ireland adds great interest to the sports car racing prospects, and there are, in addition, the production car races planned for Blandford and Silverstone. Among the most potent cars taking part will be the Jaguar XK120, the 2½-litre Aston Martin, the competition Frazer-Nash (the drivers of which will include Lady Mary Grosvenor and Anthony Crook), the H.W.M., the Connaught and the Javelin Jupiter.

Altogether a formidable list; and in addition, of course, there are the new contenders for sprint honours under construction by Raymond Mays, Sydney Allard and Joe Fry, not to mention all the British participants in the Continental rallies. No doubt about it, the competition outlook is set fair—and now for Goodwood! J. A. C.



A reader parks his car by the tall black huts of tarred wood which cluster on the beach of the old town at Hastings, Sussex. The fishermen use them for storing nets, sails and all sorts of picturesque materials.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

TURBINES

Previous Challenge to the Piston Engine

[62571].—In your leading article of March 10, announcing the advent of a gas turbine propelled car, you use the expression, "The occasion marks the first challenge to the ubiquitous piston engine."

Upon reading this one wonders whether you have forgotten the potentialities of the Northey rotary engine which was invented some 18-20 years ago; an example of applied engineering logic which for simplicity and thermal efficiency has not yet been surpassed. This engine employs neither pistons, piston rings, crankshafts, camshafts, poppet valves, tappets nor connecting-rods. Wear is negligible, since none of the principal parts is in contact, and oil consumption is confined to the lubrication requirements of a gear train.

Power output and fuel economy were remarkable, for the effective power stroke was sustained throughout 240 deg of rotation in every 360 deg.

When all this has been considered, together with the facts that the Northey engine is detonation proof and never requires decarbonizing, one cannot but wonder why the "new epoch in motoring" did not commence some time before the last war.

G. N. SCOTT.

Bournemouth.

[Time has surely proved that the Northey engine was not an effective "challenge," which the gas turbine is likely to be.—Ed.]

MOTORING IN ISRAEL

Conditions in the New Country

[62572].—I think that some of my impressions, after 100,000 miles of motoring in this country, will interest readers. Israel is limited in area, being a long and narrow strip of about 200 by 50 miles. Motoring connections with its Arab neighbours have stopped completely. Most transport is by means of cars. The ratio between inhabitants and cars is close to 25 to 1, a fairly high figure in comparison with many European states. More than half of the roads are steep; general road condition is good, although they are sometimes narrow. Petrol costs 7s 8d per gallon and there is no rationing.

D 1

Vehicles procured from World War II surpluses make up a high percentage of cars in use today. Most are 1936 and upward models; vintage cars are not seen at all. Summer temperature is round 86 deg F, and in winter it is round 40 deg. Summer is dry, the winter very wet.

Thermo-syphon cooling does not fit the conditions of this country; there is no need for a thermostat. Mechanical braking systems are unsatisfactory and cause much trouble in driving and in the annual test, which is very severe. Head lights are insufficient in strength. Ventilation is essential here and most cars suffer from insufficient ventilation arrangements.

Complaints of a British car purchaser are several. Many cars arrive at the ports with any miles on the speedometer; the way in which they have been driven is best expressed as doubtful. British technical advance is conservative, compared with American and Italian practice. Most spares are not available; there are actually no service stations for British firms.

I thank the Editor for printing my opinions and for the pleasure which *The Autocar* brings me almost every week.

Haifa, Israel,

M. HELPERIN.

POST-WAR FINISH

Pros and Cons of Stainless Steel

[62573].—I was interested in letter [62526] concerning the use of stainless steel for cars.

I think I can answer your correspondent. First and foremost is the high cost of stainless steel. Secondly is the trouble encountered in the machining and pressing. Polished stainless steel is very soft and almost like chewing gum to work, but the polished surface is as hard as glass and will blue the cutting edge of any tool that tries to machine it. In pressing, particles tend to stick to the side of the die and cause scoring of the parts pressed.

I am employed by a firm which makes telephones and telephone equipment. About 1937 it was decided to make dial finger stops out of stainless steel. The teething troubles we encountered are too lengthy to be described here, but we tried all sorts of lubricants from cow's milk to coconut oil.

I believe these snags were eventually overcome by using

CORRESPONDENCE

— continued —

Vintage Delages in an Irish stable.

See letter [62577.]



dull stainless and special highly polished tool steel, polishing each part separately after bending.

This was a component as big as the end of your thumb. What sleepless nights are in store for the engineer who tries to mass-produce bumper bars or head lamp rims, or any part that calls for a high finish! Stainless steel is used widely now in light engineering but it mainly replaces other non-rusting metals on internal parts where looks are not of major importance.

I would like to congratulate you on your very interesting publication. Although I find post-war motoring far beyond my means *The Autocar* keeps me in close touch and gives me plenty to look forward to.

J. W. MERRY.

Lenton Abbey, Nottinghamshire.

B.H.P.

Too Much Unladen Weight Sacrificed?

[62574.]—Have not the high b.h.p. per ton figures shown by nearly all post-war British designs been obtained by too much cutting of unladen weight of the complete cars?

I believe that for practical motoring, as the ordinary driver understands it, a fair amount of weight spells comfort and durability, and that many designers of post-war cars have been led to adopt too short wheelbases and too narrow tracks simply by their desire to keep unladen weight as low as possible. My experience is that low weight, combined with a narrow track and a short wheelbase, makes for bad road holding.

Bussum, Holland.

F. H. LAMPEN.

SPEED AND CONSUMPTION

One Well-known Variable Choke Carburettor

[62575.]—The article by B. Houlding, Jnr. (March 3), seems to leave out one very important consideration, namely that the question of choke size and its relation to maximum power and economy only arises in the case of the fixed choke type carburettor. The variable choke type, on the other hand, which is fitted by well over half our British manufacturers, is not affected in this manner, there being no difficulty whatever in obtaining the maximum power of which an engine is capable at the same time as minimum fuel consumption at all speeds.

If this does not sometimes seem apparent in practice the solution may be found in induction pipe, air pipe and silencer, and general engine design.

EDWARD H. BOYLE,

Birmingham, 24.

The S.U. Carburettor Co., Ltd.

Smaller Choke and Jets Successful

[62576.]—The article "Ultimate Speed v. Consumption" by B. Houlding, Jnr. (March 3) was most interesting. May I add my personal experience in this connection?

Last summer I considered the engine in my boat, a 15 h.p. Scammell, was using far too much petrol. I was advised by Mr. Houlding to try a smaller choke tube and smaller jets. I wrote to the engine makers, who agreed and gave the reason for the large choke and jets as giving a margin of safety for their engine, which was produced for the Admiralty for use during the war. The result of fitting a smaller choke and jets was to cut the consumption by exactly half, without in any way impairing the power output.

Twelve months ago I took delivery of a 16 h.p. saloon and thought the petrol consumption heavy at 20 m.p.g.; in every other respect I was more than satisfied with the car.

In view of Mr. Houlding's success with my marine engine, I again asked his advice and have had a 30 mm carburettor with smaller jets fitted. I can assure you that the results fully support Mr. Houlding's argument. The performance of my

car, which was already good, has been improved. Most important of all under present-day restrictions, the consumption is down to 25 m.p.g. driving with a full load at an average of 30 m.p.h. or better on long runs.

G. R. DUXFIELD.

Preston, Lancashire.

PRE-WAR DESIGN

Going Abroad for Satisfaction

[62577.]—Thank you for your article, "Pardon Me, Your Head Lamps Are Showing" (February 17). I had the problem of replacing my D.I. and D.M.S. Delages with a "modern" car. I finally chose a Model 300 Mercedes-Benz, anno 1935. It is almost the Continental equivalent of "R.M.C.'s" English car, if I've recognized the latter rightly.

I send you a photograph of the old Delage stable—D.M., D.I., D.M.S., from left to right—as a belated tribute to these wonderful cars.

JOHN S. WILKINSON.

Dunboyne, Eire.

CAR SICKNESS

The Difference Between Open and Closed

[62578.]—The Scribe's article on car sickness (March 3) was most interesting and informative, but there was one angle of this subject on which he did not touch, and I feel it may be of interest.

A great friend of mine with three children had always run an open car but took delivery of a saloon in 1938, whereupon his three children developed car sickness quite badly, with the result that he returned his new saloon and reverted to an open car once more, when the trouble at once ceased.

His doctor was of the opinion that the trouble is accentuated by the movement of passing objects past the stationary window pillars, and so on.

E. W. CUFF MILLER.

Littlehampton, Sussex.

"Allergy" to Independent Suspension

[62579.]—My best wishes to The Scribe—his advice on car sickness in *The Autocar*, March 3, is reminiscent of my own experience. On a perfect tarred road from East London to King Williams Town—a distance of 36 miles—in an A.40, my wife is car sick. In our own older Austin Eight (1947) she travels from here to Durban over hellish roads (500 miles) in a day and does not turn a hair. We are now looking out for a 1947 Austin Sixteen.

My wife also flies in weather in which I would never dream of taking up an aircraft—and is not sick. But in any independently sprung car—American or English—she is sick in 15 minutes.

EDGAR W. HUTTON, M.P.S.

Grovedale, South Africa.

LETTER FROM JAPAN

The "Complete Guide Book"

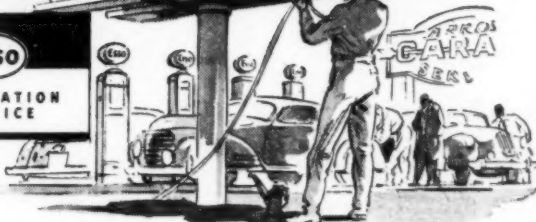
[62580.]—It is great joyful that you have always much attentions to the Japanese motor industry and its products. However, I am ashamed to say that, in Japan, at the present, we have no cars which are able to match for the world's standard cars in the quality and performance. There are many difficulties to make a excellent car both in the quality and performance with poor study and technique, and chiefly with limited resources.

Recently, I read your thick *Autocar* which was compiled with many interesting news and photogravures showing and describing the scene of brilliant 34th International Motor Exhibition at Earl's Court, with my deep interest and amazement. This is the complete guide book to know the current British and European cars.

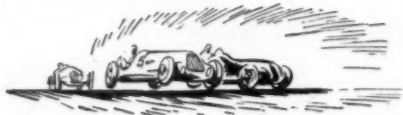
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| 1949 AUSTIN A.40 Devon Saloon, Grey, Beige leather, 2,000 miles. | 1948 JAGUAR , 1½-litre S.E. Saloon, Black, Brown leather, 1,000 miles. |
| 1948 AUSTIN A.40 Dorset Saloon, Fawn, Beige leather, 6,000 miles. | 1948 RILEY 1½-litre Saloon, Black, Fawn cloth and Brown leather, 8,000 miles. |
| 1947 DAIMLER 2½-litre Saloon, Blue, Blue leather, 6,000 miles. | 1948 RILEY 2½-litre Saloon, Black, Fawn cloth and Red leather, 7,000 miles. |
| 1948 DAIMLER 2½-litre Drophead Coupe, Grey, Red leather, 3,000 miles. | 1949 ROVER '75' Saloon, Black, Suede Green leather, 6,000 miles. |
| 1949 FORD "Anglia" 8 h.p. Saloon, Black, Brown leather, 6,000 miles. | 1948 ROVER '60' Sports Saloon, Black, Suede Green leather, 6,000 miles. |
| 1948 HILLMAN MINX 10 h.p. Saloon, Black, Fawn cloth, 9,000 miles. | 1948 SUNBEAM-TALBOT '80' Saloon, Gunmetal Grey, Grey leather, 7,000 miles. |
| 1949 Mark III HILLMAN MINX 10 h.p. Saloon, Dove Grey, Fawn cloth, 3,000 miles. | 1949 SUNBEAM-TALBOT '90' Saloon, Black, Buff leather, 7,000 miles. |
| 1948 HUMBER HAWK 14 h.p. Saloon, Granite Grey, Grey cloth, 8,000 miles. | 1948 SUNBEAM-TALBOT 2-litre Saloon, Ruby, Maroon leather, 8,000 miles. |
| 1949 HUMBER SUPER SNIPE 27 h.p. Mark II Saloon, Steel Grey, Grey cloth, 2,000 miles. | 1948 TRIUMPH '1800' R.E. Saloon, Black, Red leather, 8,000 miles. |
| 1949 HUMBER PULLMAN 27 h.p. Mark II Limousine, Black, Fawn cloth and Black leather, Radio, 500 miles. | 1948 VAUXHALL 'Wyvern' Saloon, Black, Fawn cloth, 9,000 miles. |

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CORRESPONDENCE

continued

Fortunately, in the late few months, I could see some latest British cars in the street of Tokyo. Among them there are new Jaguar 2½-litre, 3½-litre saloons, Austin A.125 Sheerline saloon, Riley 1½-litre saloon, M.G. tourer, Midget, Morgan, Humber Super Snipe, Hawk, Sunbeam-Talbot 90 and other popular new British cars. Most of them are belonging to the Commercial Representatives of Britain now staying in Tokyo and Yokohama. When I saw them directly with my eyes, my knowledge of them which had obtained from *The Autocar* was useful to understand.

ISAMU UCHIYAMA.

Yokohama.

SEA RULES FOR SAFETY

Trailer Sign Mandatory in Germany

[62581r].—In connection with your recent article about marine signals for road transport (February 24) it may interest your readers to know that in this country there is a provision in the Highway Code which rules that every lorry which tows one or more trailers is to have a yellow triangle on the driver's cabin, which must be lighted at night. With all the heavy traffic on our roads this is a very effective regulation.

As for free petrol I regret to inform you that there is no hope for German motorists in the near future; however, the petrol price has recently been stepped up by 50 per cent to 0.60 deutschmarks per litre (approximately 5s a gallon).

Harbarnsen, Western Germany.

HORST BOHLEN.

Excellent Overtaking Rule at Sea

[62582r].—I have read with very great interest the article by Ken Ford on "Sea Rules for Safety" in your February 24 issue and would agree that our friends the Trinity House pilots have provided us with much food for serious thought.

One of the rules obtaining at sea, which Mr. Ford mentions in his article, is one which I feel could be very well applied on the road; that is, the rule governing overtaking. To make the overtaking driver vulnerable at law notwithstanding anything until he is finally past and clear would, I am certain, do more to bring down the present accident rate than anything which has been provided for by legislation up to the present time.

I would like to see this matter taken up by the R.A.C. and A.A. with a view to getting the present Highway Code amended on the lines of the sea rule on overtaking.

Reckless overtaking is the cause of many tragedies on our roads and I have long wondered what could be done about it; here in your excellent article we have the answer.

London, N.W.2.

A. B. JACKSON.

ANY OLD OIL

Putting Body Into the Coke Heap

[62583r].—One way of making practical use of old oil is to sprinkle it over the coke heap—if you have one. Coke is absorbent and oil has fuel value.

So long as the coke is fed to a "hot" fire, whether in the open grate or in a boiler, heat from the oil may thus be gainfully utilized.

Upminster, Essex.

E. H. MOYES.

HEAT AND IGNITION

Simple Explanation of the Mystery

[62584r].—In reply to Mr. P. C. Rutmore's letter [62525] concerning ignition setting and engine temperature, it seems to me that if the ignition setting is much retarded, the actual time of the combustion process is appreciably longer than if the ignition setting is normal (advanced), because of the lower pressure during the combustion and consequently lower burning speed. It is this longer combustion time, and the greater area of the cylinder walls exposed to the flame, which is the reason for the higher cylinder temperature when the ignition is retarded. The higher cylinder and exhaust temperatures mean lower thermal efficiency of the engine.

Beateberg, Sweden.

HARRY GUSTAFSON.

R.A.C. RATING

Retention Desired as Size Indication

[62585r].—I disagree with your reply in "Readers' Service" (February 17) to "H.E.R.," implying that the R.A.C. horsepower rating has no further use.

Millions of motorists. certainly those who drove before the

recent war, have, by our crazy taxation system, been forced in the past to think in terms of R.A.C. rating when choosing their car and estimating the running costs; a man who knows perfectly well that he can afford to run a "Twelve" has quite probably not the faintest idea whether or not a 1½-litre car would be beyond his pocket. I therefore consider that, until a new generation of motorists has replaced the horse-power era, manufacturers should state the equivalent R.A.C. horsepower for their products.

P. GRIFFITH-JONES.

Shortlands, Kent.

[The trouble is that the "new generation" will never appear while the R.A.C. rating is perpetuated.—ED.]

RACING FILMS

Difficulties of the Ciné Technique

[62586r].—Further to [62481r] and [62522r] and, in particular, the awkward problem of using a camera, ciné or still, to show up mistakes in cornering during speed events, it must be appreciated that the mounting of a ciné-camera at such a forward position as that necessitated by the camera's inability to see through a radiator grille (see letter [62522r]—"in the bonnet") and the impracticability of mounting it anywhere further aft where it can: (a) get a good view, and (b) not impede the driver's view (very important!) renders the resulting series of pictures very difficult of interpretation when screened owing to the distorted perspective as compared with the driver's normal viewpoint from the cockpit.

Furthermore it does not show the all-important points of front-wheel movement, tendency to slide of all wheels and the general "sit" of the car throughout its cornering. These have to be deduced by intuition and the experience of the driver-viewer, a much more difficult matter than it seems at first sight, and without very, very careful thought it can tend to misapprehensions which could, on future application of the lesson apparently learnt, prove the source of exciting, if not highly dangerous, movements.

The ideal is, of course, to mount a ciné-camera on a long outrigger well aft of the car but this is obviously impracticable. The next best scheme would be to arrange for a ciné-camera for each corner of each course at each event, but placed well away from the corner to give proper perspective and mounted high up. But where are the numerous friends of a driver who are reasonably good operators of a ciné-camera and able to pan it smoothly when clinging like a monkey to a tree, and who have the necessary fairly expensive equipment? And what about a course like Prescott where you start taking a corner a quarter of the way round the preceding curve?

The most practicable solution to the attempt to show a driver what he really does do seems to be to employ the still camera on corners and take a series of pictures showing him entering the bend and in the bend or leaving it. This gives him his approach attitude, his on-the-corner attitude and possibly his exit from it, and an indication of his positioning for the next corner or curve. For some years I have attempted to provide this sort of service for interested drivers.

Chiddingly, Sussex.

JAMES BRYMER.



Recommended by "The Autocar"

"The Autocar" Handbook A Complete Guide to the Modern Car (20th edition). By the Technical Staff of "The Autocar" 5s (By post 5s 3d)

Electrical Servicing of the Motor Vehicle: Principles, Design and Choice of Test Apparatus. By E. T. Lawson Helme, A.M.A.E.T., A.M.I.M.E. 8s 6d (By post 8s 11d)

Motor Driving Made Easy (10th Edition). By the Technical Staff of "The Autocar" 3s 6d (By post 3s 10d)

Town-to-town Mileages Quick-reference chart giving distances between more than 300 towns 1s (By post 1s 1d)

Automobile Chassis Design By R. Dean-Averis 15s (By post 15s 8d)

A Racing Motorist His Adventures at the wheel in Peace and War. By S. C. H. Davis 10s 6d (By post 10s 11d)

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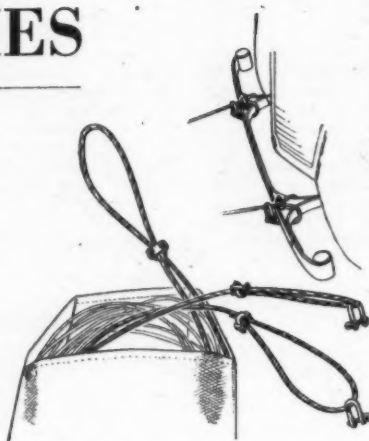
ACCESSORIES

TOWING BRIDLE

Plenty of the increasing reliability of cars, a tow-rope is a handy thing to carry, both for giving and receiving help in breakdowns and starting difficulty, but a rope of sufficient strength is extremely bulky. An attempt to provide something more compact is being made by the Kingston Export and Trading Co., Ltd., 5, Bishop Lane, Hull.

The Kinex towing bridle is of thin, high-tension wire rope, contained in a canvas pack about 10in square, and weighs 2½lb. The rope is formed into a loop at the front end, which is passed round a convenient part of the towing vehicle, and secured with a shackle (which can be screwed by hand) to its own part. The twin rear ends of the bridle are attached to the towed vehicle.

A breaking strain of 2½ tons is claimed for the bridle, and calculation confirms this. It would be necessary to ensure that it was attached to a strong point on the car, for in the case of bad towing and snubbing, damage would otherwise be readily caused; a normal rope, of course, provides relief by stretching or breaking. The bridle, therefore, can hardly be



The Kinex wire rope towing bridle.

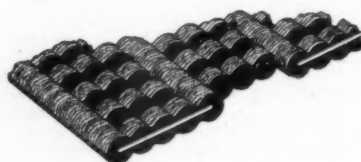
recommended for a car with the fashionable all-panelled front, or for one with no towing points except weak bumper brackets. In use, too, the wire should be well padded where it passes over a plated bumper, and not allowed to take a sharp bend, which reduces the strength of a wire rope and may damage it.

The price is 12s 6d, including canvas pack.

HEAVY-DUTY CAR MATS

A PARTICULARLY tough type of car floor mat, to take the place of carpeting, is being made by the Nuway Manufacturing Co., Ltd., Coalport, Shropshire. These mats are made of thick links of rubberized canvas, ¾in thick, and threaded on heavy gauge wire to form a continuous, flexible surface.

Such a floor covering should wear indefinitely under the heaviest conditions, as when sharp stone chips from the roads, sand, nailed golf shoes or dogs are brought into the car. The mats are, indeed, guaranteed for ten years. The gaps formed between the links are about ¾in wide, and it has been found that into these gaps all sand and dirt falls, leaving a clear surface for the heels of the driver's shoes, which suffer in a car. In addition, the carpet under the mat remains accessible to the air, so that rotting is avoided. These properties make the mats particularly useful to the country dweller.

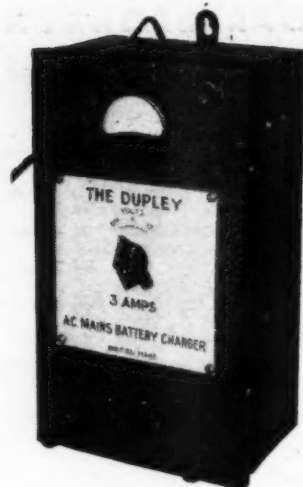


Section of a Nuway mat showing the rubber link construction.

Two types of mats are made, for a great many makes and models of cars—the fully tailored and the semi-tailored (which cover a smaller area, though still providing a good floor). Sets of four mats (for cars with a transmission tunnel, where floors exist as four wells) cost upwards of £2, those for the larger cars about £4 15s. Half sets—front or rear compartment only—are half price.



This tailored set of Nuway mats is fitted in an Armstrong Siddeley Typhoon.



The Dupley charger for 6- or 12-volt car batteries.

3-AMP CHARGER

A BATTERY CHARGER with an output of 3 amps is being made by Dupley Electronics, Ltd., Cranmer Works, Cranmer Avenue, Ealing. The charger takes its supply from a.c. mains, and incorporates a two-way switch enabling either 6- or 12-volt batteries to be handled, while the rate of 3 amps is sufficient to give a really useful charge during a night. There is an ammeter, and the wiring, insulation and general construction of the Dupley are of good quality. The price is £5 17s 6d, and a kit for making the connection to the battery costs 10s 6d.

REMOVING RUST

ALTHOUGH it is in common use in works and repair shops, Jenolite rust-remover has not been readily available to private individuals. The makers, Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, London, W.C.2, have now started marketing it at 3s 9d a bottle through shops and garages.

This rust remover is very effective. It can be painted on a coating of rust, or an article can be immersed, and the rust is, after a time, removable with a rag. Very deep rust, which has developed a structural strength of its own, yields quickly to wire wool. Oil and grease must be removed from the work or they will prevent the Jenolite working.

MISTY WINDOWS

AN effective anti-misting device for car windows, and also the driver's spectacles if worn, takes the form of an impregnated cloth called the Smog. The cloth is applied to the inside of the screen and windows as soon as steaming-up begins, and thereafter, it has been found, the windows remain wet but perfectly transparent.

The cloth is light blue, so that it cannot be mistaken for a duster and misused. Each cloth, it is claimed, lasts about six months.

Costing 2s 6d each, Smog cloths are distributed by Guy, Morrison & Co., Ltd., 3, Bayley Street, Bedford Square, London, W.C.1.

The Autocar READERS' SERVICE

Registration of Rebuilt Cars

One frequently hears of old cars which, having been "rebuilt," are re-registered and qualify for the £10 flat rate tax. What, for this purpose, constitutes "rebuilt"—does this necessarily mean large scale replacements or alterations, or merely a comprehensive overhaul?

What evidence would the licensing authority require that the car did indeed qualify, assuming that the "rebuild" was mainly done by a competent amateur?

J. H. H.

Tolworth, Surrey.

WE are unable to say what structural alterations would be needed for a rebuilt car to qualify for the annual rate of duty of £10; it is a matter which rests on the decision of the taxation officer.

Our information is that if a vehicle is identifiable as already having been registered, then it would properly be taxable by reference to its horse-power but, if not, under the new flat rate of £10 annually.

If, however, a vehicle is not identifiable as having previously been registered and the owner is not in possession of a registration book, a complete description of the car and receipts for all parts purchased should be submitted to the taxation officer, who will then be able to advise as to the total tax payable in the particular case.

Engine Temperature

I have the impression that my car tends to run too cool for maximum efficiency and petrol economy. I am, therefore, about to fit a radiator thermometer to check the precise temperatures attained.

I should be grateful if you would tell me what is the maximum working temperature desirable to which I should raise that of my engine, if necessary. I had always imagined it to be in the region of 85-90 deg C.

J. J. W.

Oxford.

WITH regard to engine temperature, it is true that a high reading is satisfactory from the point of view of efficiency, but there are many factors to be taken into account.

For example, if a thermometer is fitted in the top of the radiator it can be assumed that the actual temperature of the water in the water jacket surrounding the valves will be considerably higher than that indicated by the thermometer. Similarly, a temperature of 90 deg under cruising conditions in this country would certainly cause boiling

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact, a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications.

under hard conditions on a very hot day.

Almost, certainly the best method of adjustment is the use of a radiator muff which can be easily regulated and, at any suggestion of overheating, can be opened as may be necessary.

M.p.g. of New Car

My new Eight seems to have a poor petrol consumption, not nearly as good as that of others of the same model of which I and my friends have experience. Could it be improved?

J. M. K.

Worthing.

A NEW engine, gear box and axle are stiff and have considerable friction losses. The slow-running adjustment has to be set quite fast if the engine is not to stall. With its tendency to overheating, a new engine should not be made to run on lean mixtures.

It is best, therefore, not to worry too much about m.p.g. until a new car is fully run-in. There should be an automatic improvement, and your local agent can also reset mixture adjustments to give the best results.

Upper Cylinder Lubricant

During the last year or more, in several technical articles and in letters, references have been made to graphited upper cylinder lubricant. Whenever I have asked for this at quite a number of garages, large and small, invariably a vague, far-away look comes over the attendant's face with usually an equally vague remark "Well, we might have some penetrating oil or something. . ."

Eastbourne.

M. G. S.

WITH regard to graphited lubricant, it should be understood that its normal function is for use as an additive to the oil in the sump and not to the petrol. This may have caused some of the "far-away looks" to which you refer. Colloidal graphite for the oil is available from accessory stores and can be used, in accordance with the directions on each tin, by the car owner. The upper cylinder lubricant stocked by garages is usually a light oil which gets to the upper part of the cylinder bores by way of the carburettor and combustion chambers.

Graphite in the sump, however, is also helpful in upper cylinder lubrication because it is claimed to form a durable film on the cylinder bores and, when starting from cold, will provide lubrication while the oil is being pumped up from the sump.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15345.—1936 1½-litre Riley Falcon
"T. B."—All possible information and a handbook.

No. 15346.—1935 Talbot 45
"D. E. R."—General information and a handbook.

No. 15347.—TA-type M.G. Midget
"G. O. E."—All possible information and a handbook.

No. 15348.—1935 Jowett Flying Fox
"D. M. B."—All possible information and a handbook.

No. 15349.—1933 Riley Nine Monaco
"J. W. H."—Hints and tips on rebuilding; also a handbook.

No. 15370.—9-litre V12 Hispano-Suiza
"A. P. M."—All possible information, catalogues and handbook.

No. 15371.—1934 M.G. Midget
"I. R."—General information on servicing, and also a handbook.

No. 15372.—1937 Opel Olympia
"A. G. C."—Experiences and hints and tips; also a handbook and wiring diagram.

No. 15373.—Handbooks Required
"R. E. B."—1929 1,500 c.c. supercharged Alfa-Romeo.

"R. W. G."—1935 Singer Nine.

"D. H. G."—1935 Hillman Minx.

"A. S. C."—1937 Austin Seven Nippy.

"E. W. B."—1934 10.8 h.p. Triumph Gloria.

"R. E. G. M."—1937-38 10 h.p. B.S.A.

"W. A. H."—1935 7.16 h.p. D.K.W.; also wiring diagram.

"T. R."—1934 Lanchester Ten.

"G. B. L."—1933 Riley Twelve Mentone.

"J. F. M."—1939 SA-type 2-litre M.G.

"G. A. B."—1933 Riley Nine.

"J. M. W."—1938 Morris Fourteen-Six.

"N."—1935 3½-litre Bentley.

"C. G."—1933-34 Morris-Cowley Four.

"A. J. C."—1934 Le Mans Singer Nine.

"C. E. G."—1939 Armstrong Siddeley Twenty.

"A. M. N."—1936 PB-type M.G. Midget

"W. J. C."—1934 B.S.A. Ten.

"R. W."—1936-37 Humber Twelve.

"J. C. H."—1936 Lanchester Ten.

"M. M."—1936 Standard Ten.

"G. R. S."—1934 9.5 h.p. Triumph Gloria.

"L. W. G."—1946 TC-type M.G. Midget.

"R. B. P."—1937 Morris Fourteen-Six Works Manual.

"R. D."—1931 Singer Eight.

"J. D. G."—1935 1½-litre Riley Kestrel.

"A. B."—1938 Flying Standard Twenty.

"J. H. M."—1937-38 Standard Nine.

"W. F. H."—1939-40 Triumph Twelve.

"L. C. H."—1936 Rover Twelve.

"J. W."—1934 Talbot 75.

"G. D. D."—1936 Wolseley Wasp.

"C. F. B."—1935 15.72 h.p. Triumph Seventeen.

"C. E. G."—1939 Armstrong Siddeley Seventeen.

"R. M. C."—1934 Riley Twelve-Six.

"W. H. C. B."—1939 Austin Ten.

"D. B."—1932 12 h.p. M.G. Magna.

"A. K. M."—1936 7 h.p. Jowett.

"G. H."—1933 Hillman Minx.

"W. M. P. O'N."—1933 Talbot 65.

"E. B. T."—1939 Wolseley Fourteen.

"H. C. J. H."—1936 Ford Eight.

"E. W. C."—1934 Hillman Minx Workshop Manual.

"J. S."—Series 4 B.S.A. Ten.

"J. B. R."—1933 J-type M.G. Midget.

"P. J. R."—1932 12 h.p. M.G. Magna.

"H. E. G. B."—1934 P-type M.G. Midget.

"G. F. S."—1938 8 h.p. D.K.W.

"J. P. P."—1932 Wolseley Hornet.

"M. S. N."—1937-38 1½-litre Riley.

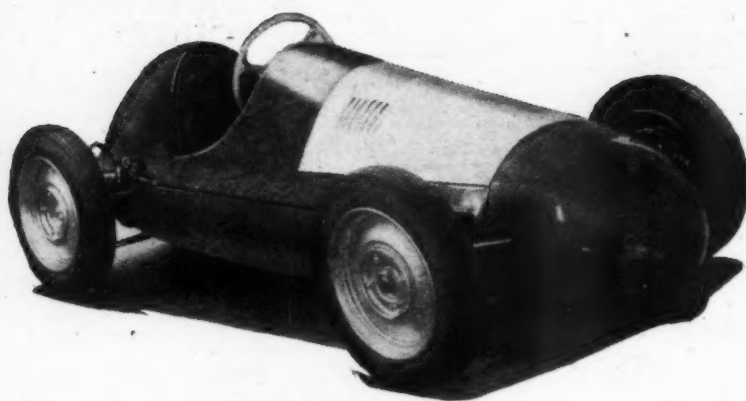
"J. B. T."—1933 37 h.p. Buick.

"J. M. T."—1937-39 Morgan 4-4.

"W. R. N."—1933 15 h.p. Armstrong Siddeley long chassis.

"G. F. H."—1933 Wolseley Hornet.

"C. A."—1937 2-litre M.G.



THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

FANGIO TO LEAD ALFA TEAM—JAVELIN WINS SNOWS RALLY

THE date of the Craigantlet Hill-climb has now been finally fixed as June 3, which is the week before the first Shelsley meeting. This leaves very little time in which to repair any damage sustained in Northern Ireland before appearing at Worcester, especially when the travelling time involved is taken into account. Competitors in this year's R.A.C. hill-climb championship must compete in any four of the six chosen events, and it appears likely, therefore, that the majority of them will nominate either Craigantlet or Shelsley, but not both, in case of serious trouble arising to put them out of the running. These two events are the first of those which make up the championship. If anyone misses both of them, it is essential that he appears in the remaining four, of which the first is on June 24, at Bo'ness. Those entrants who have new cars in course of construction, including Allard, Mays and Fry, please note—June 24 is your deadline.

Last year Stirling Moss ran in the championship with a 1,000 c.c. Cooper, and finished third. Not to be outdone, Peter Collins, who has succeeded to Stirling's title of infant prodigy, is competing this year with a 750 c.c. Cooper; although no positive information is available, it seems likely that its power unit is also a V-twin J.A.P.

IMPORTANT news in the world of G.P. racing is the announcement that Alfa-Romeo will officially race again this season. Their team of drivers will include Farina and Sanesi, and—according to Buenos Aires—Fangio, the Argentinian ace, will lead and manage the team. This raises some interesting speculations; it is reputed that the Italian Government is contributing £50,000 towards the Alfa-Romeo racing programme, while Fangio, before leaving for Europe in company with the other Argentinian drivers, Gon-

zales and Meires, publicly thanked President Peron for the material help he had given to make possible the European tour of the Argentinian team. Could there possibly be any connection between these two events . . . ?

In any case, it now seems well within the bounds of possibility that we may see both Fangio and the Alfas at Silverstone for the G.P. d'Europe.

FIRST race of any importance this season was the Marseilles Grand Prix last Sunday, run under Formula II regulations. From start to finish it was all Ferrari, with Villoresi and Ascari duelling for the lead—probably not seriously—until half-distance, when the Argentinian phenomenon, Fangio, came into the picture. He succeeded in passing Ascari into second place and the last few laps of the race seem to have led to the sort of finish that racing organizers dream about. Villoresi finally winning from Ascari by three-fifths of a second, with Fangio two-fifths of a second behind in third place.

Result: Race distance approximately 112 miles (75 laps): 1, Ferrari 2,000 (Villoresi), 1 hr 48 m 15.2 s, 67.19 m.p.h.; 2, Ferrari 2,000 (Ascari), 1 hr 48 m 15.4 s; 3, Ferrari 2,000 (Fangio), 1 hr 48 m 16.2 s; 4, Ferrari 2,000 (Sommer), 1 hr 49 m 38.6 s.

THE fifth "Rallye des Neiges" started from Engelberg, in the night of Friday, March 17, and finished in Geneva on Saturday at about 6 p.m. This 425-mile run presented many difficulties even for experts. The night run from Engelberg to Montreux lay over the Col des Mosses (about 4,000ft), which, at this season of the year, is icy and dangerous on corners. From Montreux, the road lay over the highest passes of the Savoy Alps, snow-covered and icy. One hundred and fifty competitors, mostly Swiss, had registered for the event. Becquart, winner of the 1950 Monte Carlo Rally, with his Hotchkiss, C. L. E. Tatham on an Allard, Stevens on an M.G., and von Falkenhausen on a B.M.W., were the only foreign entries.

After the rally, competitors were unanimous in saying that it had been extremely difficult, owing chiefly to road surfaces (a particularly bad patch was struck between Sallanches and Ugine in the Savoy Alps) and to hidden controls.

Latest 500 c.c. car, seen at the Swiss Show, is this attractive Este made in Geneva. It has a lined down American Crosmobile engine at the front driving the rear wheels. Front and rear suspension and road wheels are based on Fiat components. Power output is reputed to be 45 h.p. and there is a five-speed gear box.

Speed averages required varied between 25 and 43 k.p.h.

Results seem to bear out this opinion. The first 23 on the list of winners were cars in the under-1,500 c.c. class. Becquart was listed 87th with 257 points; Tatham on an Allard, 82nd, with 240.028 points; Stevens on an M.G., 43rd with 130.034 points.

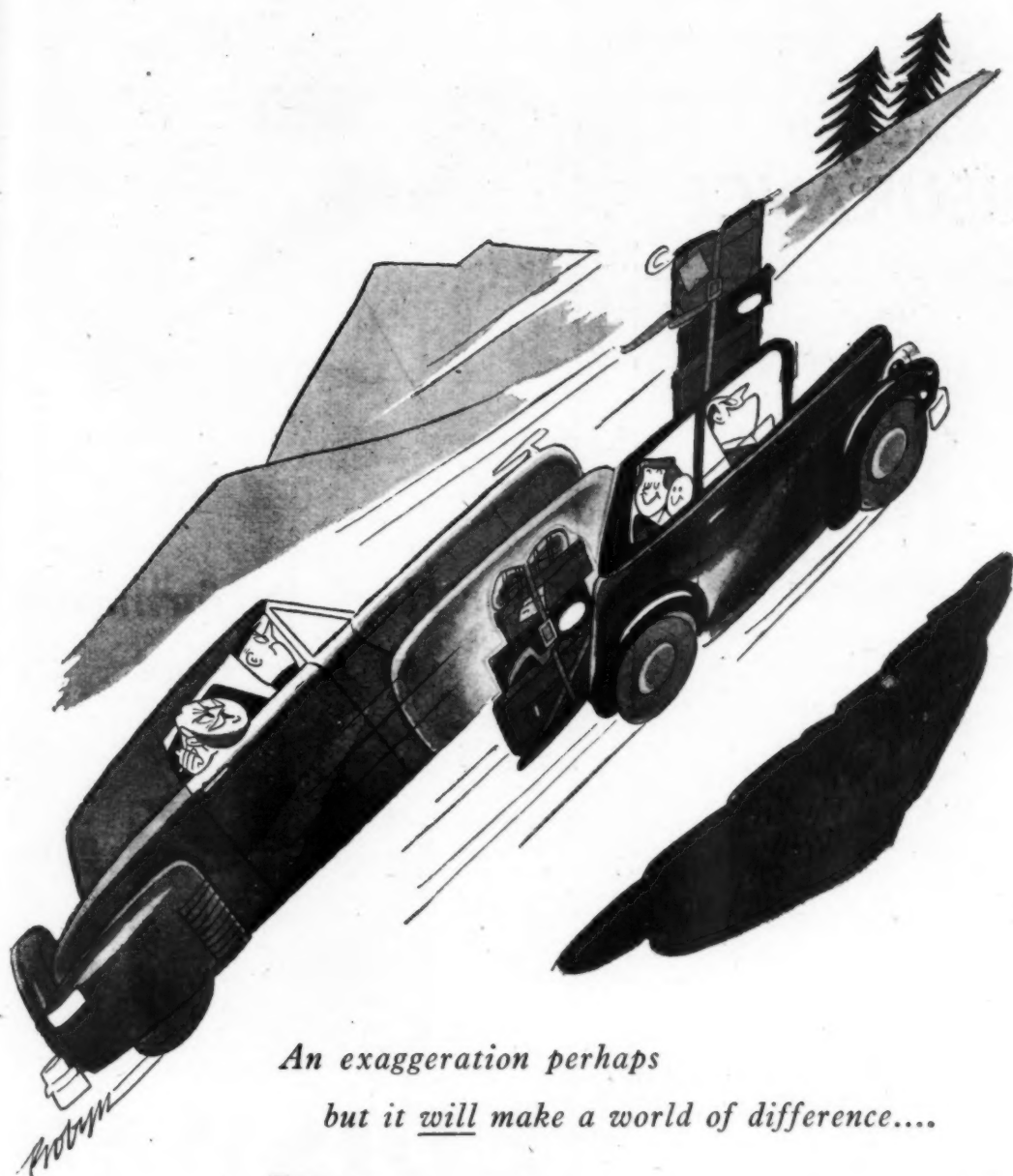
First was a Jowett Javelin, in the hands of a Swiss crew, Gurzeler and Schmalz, who lost no marks; second a Peugeot driven by Neef (Swiss), 10 points and third a Fiat 1,100 driven by Dietrich (Swiss), 20.010 points.

FIRST meeting on the new track at Brands Hatch, Fawkham, Kent, for 500 c.c. cars, will take place on Sunday, April 16, under the auspices of the 500 Club, and will consist of four races. The first, in two heats and a final, will be for amateur-built cars only, and the third, under similar conditions, for cars in series production. The second will be an open challenge race in as many heats as prove necessary, together with a final, while last of all will come the championship of the meeting, open to the ten cars nominated by the timekeepers as the fastest in the previous races. All the cars, of course, must comply with the Formula III regulations.

ENTRIES for the Richmond Trophy race, principal event in the Goodwood meeting on Easter Monday, include six Maseratis (among them those of Bira, de Graffenried, Parnell, Murray and Hampshire), Peter Whitehead's Ferrari, Peter Walker's E-type E.R.A., the older E.R.A.s of Harrison, A. G. Whitehead and Brian Shawe-Taylor, and the rebuilt Delage to be driven by Tony Rolt. This should provide a good send-off to the season's racing.

IT seems that the race meeting at Luls-gate Aerodrome on April 15, organized by the Bristol M.C. and L.C.C., may be the last to be held there, as the club officials, who have been looking for an alternative site, have completed arrangements for the future use of the airfield at Castle Coombe. This should provide a perimeter track circuit of about two miles, and the first meeting will, it is hoped, be held on July 8. At present it is proposed only to organize races for sports cars. It is now doubtful whether Naish Hill will be available again as a sprint venue.

THE Tenby Motor Club have already received a good entry for their speed hill-climb, scheduled to occur at Lydstep on April 8 under a closed invitation permit, and quite a proportion of this is in the 500 c.c. racing car class. This should ensure an Easter Saturday battle royal on what is an excellent little course, and in view of the scarcity of sprint events in that part of the country I imagine that it will prove immensely popular. Entries close on March 27; details from Major E. Molyneux, Flat No. 3, The Peerless Hotel, Tenby, Pembrokeshire.



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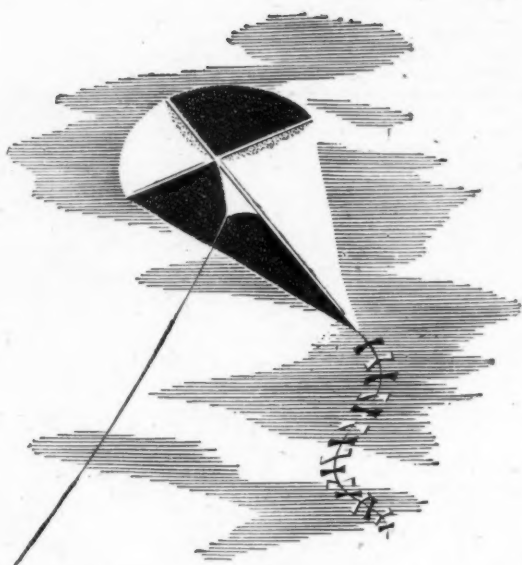
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THE SPORT

BRIGHT and cheerful function was a combined social event held by the Midland Automobile Club and Sunbac at the Grand Hotel, Birmingham, on March 15. First of all they held a Brains Trust to answer motoring questions, and then a team from each club fought a "Twenty Questions" battle. Under the chairmanship of N. I. Bond-Williams, the Aston Martin enthusiast, the Brains Trust comprised Raymond Mays, Reg Parnell, and K. Rawlings for competition, and R. F. W. "Lofty" England, of Jaguar, J. Hart-Davies, and Montague Tombs, of *The Autocar*, to cope with technical points. The honours lay with "Lofty" England, who gave some very entertaining answers, especially about the Z.F. differential. The

Question Master in Twenty Questions was the redoubtable Jack Woodhouse, in excellent form. The Sunbac team was R. W. Merrick, W. Jarrott, and E. R. Oliver, and the M.A.C. team G. Flewitt, J. B. S. Brown, and N. King; the former scored 3 points and the latter 2 points. The affair, organized by J. Cozens, was followed by gossip and a buffet supper.

IT is with regret that I learn of the sudden death, on March 11, at the early age of 35, of A. S. Whiddington. Followers of the pre-war rallies and M.C.C. trials will remember Alan Whiddington as a consistent competitor with an Alvis Firefly and later with a Blackburne-engined Frazer-Nash. J.A.C.

CLUB NEWS

Leicestershire C.C.—The deciding point of the Brewett Trophy, held on March 12, turned out to be the last part of Hunt's Lane; this bogged all competitors, save one, in eighteen inches of Leicestershire mud. Award winners: Brewett Trophy, Morris (M. Manning); First-class award, Fairley (S. Asbury); Second-class award, Singer (K. Root).

M.G. Car Club (Irish).—A good entry of saloon cars was received in the Groves Cup Trial, but these were, as usual, outclassed by the open cars. A Brooklands Riley driven by E. Connel won the premier award, and class awards went to M.G. TC (H.I.S. Catherwood), and M.G. TC (N. J. Ball) in the experts and non-experts categories. Saloon class winners were Morris Ten (W. F. Poole, Jun.) and M.G. (J. Wilson-Brown).

North London Enthusiasts' C.C.—Plans for summer sport are under way and news comes of a week-end event, to be held on July 8 and 9. This is to be called the Radcap Rally, first of an annual series, catering for a widely varied entry, but at the same time not demanding the use of a specialized vehicle. Map reading, a tight time schedule all the way with time checks en route, a number of hills, and a half-mile high-speed sprint and braking test will be incorporated in the Rally, which starts in North London on the Saturday night. The route will take competitors through the night to Hythe, Kent, for breakfast. Driving tests will follow, and lunch on Sunday will conclude the event. Awards will include one for the driver of the saloon putting up the best performance, and one for the highest placed woman driver.

Mid-Cheshire C.C.—A dance is being arranged to take place on April 21, at the Angel Hotel, Knutsford. Those interested should contact R. B. Dawson, "Glenfield," Chester Road, Hartford, Northwich, Cheshire, before March 29. Tickets are 10s 6d each.

The club will run a motor coach for members, their families and friends, to the European Grand Prix, at Silverstone, May 13. Tickets (which include entry to the course) are £1 each. Applications must be sent to Mr. Dawson (address above) by April 12.

Lancia M.C.—There were 63 competitors in the driving tests held at Bramley on March 12. A. C. H. Chapman, in the Lotus, put up the best performance of the day, and first-class awards went to Austin (A. W. Richards), Morris (G. Pentony), Austin (K. Welfare), M.G. (J. Nicholson), Bugatti (D. H. Gahagan) and Morris (P. A. Linney). Novices' awards: J. Nicholson and P. A. Linney. Special club awards: J. G. Crother, Lancia M.C.; P. G. Scott-Miller, A.C.C.C.; C. H. D. Berthon, Bentley D.C.; P. A. Linney, H. and B. M.C.; M. H. Wilby, Lagonda C.C.; A. W. Richards, N.W.L.M.C.; A. C. B. Chapman, 750 M.C.; D. H. Gahagan, V.S.C.C. Team award: Chapman, Welfare and R. Yeats (Yeats Sp).

Royal Scottish A.C.—Arrangements are being made to take members to the European Grand Prix, Silverstone. Programme will be to leave Glasgow at 9.5 p.m. on Friday, May 12, arrive Silverstone 10.15 a.m. May 13, and arrive back in Glasgow at 8.5 a.m. Sunday, May 14. Charges (including entrance to members' enclosure): £12 first-class sleeper, £7 10s third-class berth. Applications to Secretary, Royal Scottish A.C., Blythswood Square, Glasgow, C.2.

Sunbac.—Competitors in Nocturnal Navigations, on March 31, will gather at the Lytletton Arms Hotel (on the Hagley-Bromsgrove road, half-mile from Hagley) before the start at 9 p.m. Essential minimum equipment: new edition of *lin Ordnance Survey Sheet 130 Kidderminster*, a large capacity electric torch, and a motor car or other means of transport. At midnight supper will be served at the Lytletton Arms.

Chiltern C.C.—Confirmed results of the Committee Cup Trial, on March 5, are: winner, Austin (A. W. Richards); First-class award, Brown-Ford (B. H. Brown); Second-class award, M.G. (W. G. Nicholls); souvenir award (saloon car), Riley (D. Pratt).

Hants and Berks M.C.—The course of the 4th Aldershot Trial, scheduled for April 2, will take competitors over sections of W.D. land of a rough nature. The trial is not a suitable one for novices, and cars entered will be divided into the following classes: up to 1,100 c.c., 1,240 c.c., 3,000 c.c. and unlimited. Super-charged cars under 1,100 c.c. will run in the second class and those over 1,241 in the fourth. One adult passenger must be carried. Seven clubs are invited to compete—Horsham and D.M.C. and L.C.C., Maidstone and Mid-Kent, Chiltern, North West London, Harrow, Seven-Fifty and Southsea. Start will be from the Foresters, half a mile north-east of Crookham cross roads, near Aldershot, at 12.30 p.m. Entries (closing date March 29) to Holland Birkett, 3, Pondtail Road, Fleet, Hampshire.

Shenstone and D.C.C.—The premier award in the Shenstone Cup and Trophy Trial, run on March 5, went to J. Coates in the N.T. Special. Runner-up was J. W. Cox's Dellow. First-class awards went to Dellow (R. B. Lowe), Frazer-Nash (J. H. Leigh), H.R.G. (J. W. Fowler), Vauxhall (F. E. Wall); second-class awards, Dellow (L. G. Evans), Dellow (G. D. C. Ostroumoff), Lancia (L. M. Austin), M.G. (R. F. Collins-Jones), Citroen (R. W. Pollock).

Harrow C.C.—Regulations for the rally at Frinton and Walton (May 20-21) may be obtained from L. G. Eckett, 1, Holmdene Avenue, Mill Hill, London, N.W.7. Clubs invited are the B.A.R.C., Chiltern, Herts County, Hants and Berks, North-west London and Kentish Border.

Bristol M.C. and L.C.C.—The M.C.C. presented a cup for the Spring Half-day Sporting Trial, run on March 18, in recognition of the Bristol club's help in pre-war Land's End and Exeter Trials. Results: M.C.C. Cup, Dacy 1,901 (C. C. Evans); first-class award, Parker 4,000 s (L. Parker); second-class awards, Meakin-Cross 990 (D. J. Hase), M.G. 1,250 (M. P. Pople). 14 entries; 2 non-starters.

North-west London M.C.—The Coventry Cup in the trial of that name on March 18, was won by L. J. Onslow Bartlett (Ford Sp 1,172). C. L. Bold (Bold 1,080) won the cup for class A, and R. W. Faulkner (Mercury Sp 3,917) the cup for class C.

Brighton and Hove M.C.—Results in the navigation and route finding trial, held last Sunday, are: 1st and Spring Cup, Ford Ten (Dr. C. Carter-Shaw), 7 marks lost; 2nd, Ford Eight (E. D. R. Levey), 11 marks lost; 3rd, Alvis (G. K. D. Pibel), 13 marks lost, and 4th, H. R. G. (H. P. Powell), 14 marks lost.

Berkhamsted M.C. and C.C.—Having obtained the use of a sprint course at Welwyn, Hertfordshire, the club will run a closed invitation speed trial on Easter Monday for motor cycles, sports and racing cars; ten clubs will be invited to compete. The course is safe for high-speed work, with a good surface and without trees and obstacles along the sides. It is five minutes from Welwyn North station. Classes for cars are: sports, 750, 1,300, 1,500 c.c. and unlimited; racing, 750, 1,100, 1,500 c.c. and unlimited.

750 Motor Club.—At the A.G.M. which took place on March 1, the officials and committee were elected for the coming year. Members please note that Mr. K. Bickle, of 4, Pelham Court, Staines, Middlesex, has been appointed new secretary of the club in place of Mr. A. W. Butler.

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COMING SHORTLY

- MARCH 24.**—Aston Martin O.C. Annual dinner and dance, Milestone Hotel, Kensington Court, London, W.8, 7 for 8 p.m.
- 24.**—Sporting O.D.C. Annual dinner and general meeting, Bell Inn, Aston Clinton, Bucks, 8 p.m.
- 24-25-26.**—Lyon-Charbonnières Rally, France.
- 25.**—Lancia M.C. Annual dinner, 7.30 p.m., Lincoln Arms Hotel, Weybridge, Surrey.
- 25.**—M.G. Car Club (Scottish). Trial, Scotland.
- 25-26.**—A.C. Owners' Club. Night Trial, starting Canons Hotel, Ware, Hertfordshire, 9.30 p.m.
- 26.**—Inter-Europa Cup Race, Italy.
- 26.**—M.G. Car Club (N.W.). Cockshoot Trial, starting near Llangollen, N. Wales, 11.30 a.m.
- 26.**—Horsham and D.M.C. and L.C.C. Spring Cup Trial, starting Rudgwick, Sussex, 12 noon, finishing Crawley.
- 26.**—West Essex C.C. Speed Trial, Boreham
- Airfield, nr. Chelmsford, Essex, 10 a.m.**
- 26.**—Bugatti O.C. Northern Sporting and Social Half-Day, starting Stanley Hall, Bridgnorth, Shropshire, 1.45 p.m.
- 26.**—Bentley D.C. Lunch, Ilchester Arms, Abbotsbury, nr. Dorchester, Dorset, 1 p.m.
- 28.**—Scottish S.C.C. Extraordinary general meeting, Green Room, Royal Scottish A.C., Blythswood Square, Glasgow, starting 7 p.m.
- 28.**—Sheffield and Hallamshire M.C. Supper, George Hotel, Grenoside, Yorkshire.
- 28.**—Falcon M.C. Film show "Motoring Events of 1949," Dimsdale Hotel, Fore Street, Hertford, 7.30 p.m., with buffet and bar.
- 31.**—Loughborough College M.C. Film Show by George Monkhouse, Lecture Hall, Loughborough College, 7 p.m.
- 31.**—Cornwall Vintage C.C. Meeting with motoring quiz, Chiverton Arms, Blackwater, 8 p.m.
- APRIL 2.**—Targa Florio, Italy.

IN BRIEF

Mr. P. H. D. Ryder and Mr. C. D. Swain have been appointed to the board of directors of Daimler Hire, Ltd.

Mr. J. L. Brown, who joined Ferodo, Ltd., in 1917, has just retired. He was attached to the Birmingham branch.

An automobile student of the College of Aeronautical and Automobile Engineering, Chelsea, London, S.W.3, in a City and Guilds motor vehicles technicians examination, was awarded first prize, the Institute's silver medal and a prize awarded by the Ironmongers Company.

At the annual general meeting of Jowett Cars, Ltd. the trading profit for the year under review will be shown as £440,716, taxation will have absorbed £177,500, leaving a net profit of £158,318. The annual rate of depreciation of jigs has been considerably increased to prepare for the very competitive market of the next few years.

Simmonds Aerocessories, Ltd., Treforest, Glamorgan, are extending their sales representation at home and overseas. Production is being stimulated under the direction of Mr. L. G. Oxford, who has been appointed joint managing director, and Mr. C. J. Turner works manager. Mr. E. S. Mead has been appointed general sales manager.

A completely revised edition of *Motorists' Touring Maps and Gazetteer* has been published by George Newnes, Ltd., Southampton Street, Strand, London, W.C.2. The .96 pages of large-scale maps cover the whole of the British Isles, and the 64-page gazetteer has been brought up to date. The price is 17s 6d. Newnes' *Motorists' Touring Maps and Gazetteer* is available from booksellers.

A further range of bronze bushes is now available from the Glacier Metal Co., Ltd., Alperton, Wembley, Middlesex. These are the Glacier standard bronze bushes, offered in 191 standard sizes from 1/16 in. Cast in a lead bronze material, they are designed to give good bearing properties and mechanical strength. A choice of six standard designs of oil grooving is offered, which can be machined into the bushes according to the user's requirements.

Mr. M. Porter has now been appointed competition manager for Ernest Newton and Co., Ltd., Faraday Chemical Works, Holt Street, Birmingham, 7, who are manufacturers of Notwen oils.

Toulmin Motors, of Richmond, Surrey, will move on March 28 to new premises at the Anchor Garage, The Roundabout, Hanworth, Middlesex (Telephone Molesey 683).

A fourth edition of *The Book of the Vauxhall Fourteen and Twelve-Six* has been published by Sir Isaac Pitman and Sons, Ltd. It has been revised by Staton Abbey, and deals with models from 1934 to 1948. The book is obtainable from booksellers, price 5s.

A. C. Pepper, Ph.D., B.Sc., F.R.I.C., F.C.S., technical director of Alexander Duckham and Co., Ltd., has left on a world tour to further the company's interests. He will spend several weeks in Australia, where Duckham's are already established.

The Manchester Oil Refinery, Ltd., 44a, Dover Street, London, W.1, have compiled a booklet on *Positive Prevention of Rust by A.C. Compounds*. It describes the variety of anti-rust preparations and the appropriate methods of application and removal.

A new edition of the Exide battery catalogue was published recently by the Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester. The most notable feature is the reintroduction of the Exide Double-Life battery, which carries a two-year guarantee.

The directors of Car Mart, Ltd. recommended payment of a final dividend of 2 1/2 per cent, making a total distribution of 30 per cent for the year ended November 30, 1949. Net profit before taxation was £336,380, compared with £302,190 for the previous year. The annual general meeting was held yesterday.

An illustrated brochure has been prepared on their low-pressure hose assemblies by Aviation Corporates, Ltd., 50, Pall Mall, London, S.W.1. It gives details of the sizes, end fittings and the services available from the various types of hose, which are widely used in the motor industry for fuel and oil. Copies may be had on application.

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- 1949 January AUSTIN Sheerline saloon, grey with grey leather, 8,000 miles... £1,595
- 1948 June ARMSTRONG SIDDELEY Lancaster, black, 12,000 miles, radio and heater £1,095
- 1948 March RILEY 1½-litre drop head coupe, cream and red, 10,000 miles... £1,050
- 1948 December AUSTIN 16 saloon, H.M.V. radio, 9,000 miles £925
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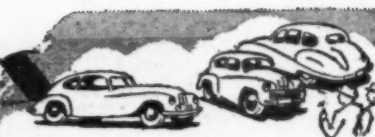
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'47 Standard 12 saloon, immaculate, radio	£845
'47 Standard 8 saloon, low mileage 1 owner	£399
'46 Jaguar 1½-litre saloon, 1 owner	£669
'39 Jaguar 1½-litre saloon, except. cond.	£425
'39 Hillman Minx saloon, choice 2 from	£310
'38 Standard 9 saloon, radio, 1 owner	£245
'38 Standard 10 saloon, ex. condition	£315
at 237, Brixton Hill, S.W.2., Tel. 3664.	
'48 Morris 8 saloon de luxe, leather up	£525
'48 Austin A40, 3,000, many extras	£775
'48 Standard 8 saloon, 10,000 ml. 1 owner	£495
'47 Ford 8 saloon, low mileage	£435
'39 Vauxhall 12 saloon de luxe, ex. con.	£359
'39 Morris 10 saloon, excellent condition	£295
'39 Hillman 10 drophead coupe	£345
'38 Morris 8 2-seater, good condition	£245
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ALVIS in Scotland.—Sales, spares and service.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7588. [0548]

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ARCHIE SIMONS & Co., Ltd.—Alvis 4.3-litre 4-door saloon by Charlesworth; £450; factory over-haul; £795.—94, Gt. Portland Street, W.1. Lan. 1343. [4520]

1948 Alvis 14 saloon, black, fawn leather, licensed Dec. 1950, excellent condition; £1,100, or near offer.—Burridge's Motor Works, Chippenham, Wilts. [4502]

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275 ens.—Alvis Speed 20 1935 Vanden Plas sports saloon, black, red leather, independent front suspension, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

895 ens.—Alvis 1939 4.5-litre Charlesworth sports saloon, black, sliding head, brown hide upholstery, Lockheed hydraulic brakes, hand-controlled shock absorbers, permanent jacks, F.100 head lamps, twin pass lamps and Wind-tone horns, one owner, small mileage, superlative condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6941. [4851]

ALVIS Firebird 1935 4-str. d.h. coupe, black, brown leather, good battery and tyres (two just fitted), full basic petrol, exceptional condition throughout; £275, or near offer.—Box 3170. [5171]

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MOTORISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [5087]

TANKARD & SMITH, Ltd., offer 1936 Alvis 17hp Crested Eagle drop head fourseater coupe in black with blue leather, coachwork and interior very much above average, mechanically very sound, a fast and comfortable car; £525; three months' written guarantee; £200 quoted used cars of all makes.—198, Kings Rd. S.W.3. Tel. Plaxman 4801-2-3. [4432]

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ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds. Tel. 41014-5. [1043]

ALVIS immediately for good Alvis.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [4756]

C. W. ERSKINE & Sons, Alvis distributors of S. Woking, invite details of late models for disposal.—Woking 330. [0697]

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2. Paddington 1820. [4465]

G. W. WILKIN, Ltd., of Kingston-on-Thames are agents for sales and service. Kingston 2241. [6597]

1948-9 Alvis: please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus 2874-5. [10494]

URGENTLY wanted for client, low mileage Alvis 14hp drop head coupe, Charlesworth Co., Ltd., Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1943]

CHARLES POLLETT, Ltd. buy good late model cars.—19, Berkeley St. W.1. May 6266. Service Works and Stores, 11 Wellesley Ave. W.6. Riv 1413. [8366]

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1947 Armstrong 16 Typhoon saloon, radio, heater, 15,000 miles; £1,025.
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1947 (July) Armstrong Typhoon, nominal mileage, in outstanding condition; £950.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. [5192]

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ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Fanningdon 0289. [3431]

1940 Armstrong Siddeley 17hp limousine, forward occasional seats, leather; £775.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [4722]

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, black/green leather, 15,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, blue/blue leather, excellent order. Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, maroon/red leather, exceptional.—Gordon House, 375, Euston Rd., N.W.1. Euston 5611. [4577]

1938 14 Armstrong saloon, black, brown leather, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623]

1932 15hp Armstrong saloon, immaculate condition throughout; £175.—White Hart Tavern, 17, Ealing Rd., Barnes, S.W.13. Pro. 5161. [5102]

ARMSTRONG SIDDELEY Typhoon, late 1947 1 owner, 25,000 miles, excellent condition, serviced by makers; £775 or near offer.—Ascot 256. [5140]

CENTRAL GARAGE, Croydon, offer: 1947 Armstrong Siddeley Lancaster saloon, maroon, small mileage; £995.—Central Garage, Tel. Croydon 7464. [5180]

1948 (Sept.) Armstrong Siddeley Typhoon, fawn, 10,000 miles, 16hp; £1,050.—Write Neale, 126, Prince George Ave., Southgate, N.14. Lab. 2975. [4441]

1938 Armstrong 14 4-door saloon, excellent condition, engine overhauled.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4472]

1949 Armstrong Siddeley Lancaster saloon, fawn with leather to match, 5,000 miles, as new; £1,295.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [4533]

7100 miles 1947 Armstrong Siddeley Typhoon saloon, fawn, one owner, quite faultless (trade enquiries only please).—Ernest Sutton, Cleve Hill (Glos.) 95. [4632]

1937 Armstrong Siddeley 20hp coachbuilt limousine, reconditioned engine August 1949; car in excellent condition; offers over £600.—D. & J. Tullis, Ltd., Clydebank. [4561]

£450—1957 Armstrong 25 limousine, enclosed drive, face-forward occasional seats, leather front, in good clean condition, used by us after first owner.—Brown's Garage, High Rd., Loughton 5538, Essex. [3413]

ARMSTRONG SIDDELEY 14hp saloon 1937, amazing condition, genuine 39,000 miles, original interior and bodywork unmarked, fastidiously maintained; £395.—B. & H. Motors, Bignell Corner, South Mims, Middlesex. South Mims 2251-2. [4658]

L IMOUSINES, 1939/1939, Long-25, partition, widest occasional, black, genuine low mileage, privately owned. £795. Below.

9000 genuine mileage, 1939 Long-17hp—partitioned, blue leather limousine, forward occasional, unquestionable condition throughout, also selected carriages, from £585. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [5035]

Armstrong Siddeley Cars Wanted

C **THE CAR MART**, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951]

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0916]

CASH immediately for good Armstrong-Siddeley.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [4757]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [10185]

L ANCASTER or Hurricane coupe wanted, nominal mileage only.—Angior, 140, Golders Green Rd., London, N.W.11. [10529]

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7943. [0601]

Armstrong Siddeley Spares and Service
JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.
O NE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293]

ARCOT MOTORS, Ltd.—Pres-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235]

ARMSTRONG SIDDELEY spares, large stock for all pre-war models.—Croall & Croall, York Lane, Edinburgh. Tel. 32504. [1940]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Chesham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pres-selector gear boxes undertaken.—Tel. Deansgate 6216. [0608]

S PARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068]

SEE our advt. under Spares Cars.—Oxford Street Motors (Huddersfield), Ltd. [4517]

C ASS'S MOTOR MART.—1938 Aston Martin 15-98 sports 2-seater, written guarantee.—5, Warren St., W.1. Euston 3523. [15018]

W 1.8.34 team car L.M.17, now fitted by works with 2.4-seater body, run in after engine overhaul costing £180; £420; definitely no offers whatsoever.—Box 3185. [5829]

A STON MARTIN Ulster LM20, 1935 team car, Rudge Cup winner, Le Mans 1,500cc lap record holder, engine chassis rebuilt 1948, small mileage since; offered for sale as 2-litre team car recently acquired.—Fisher, Eversley, The Brampton, Newcastle. Staffs. [4406]

Aston Martin Cars Wanted
A STON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4743]

Aston Martin Spares and Service
FRIARY MOTORS, Ltd.

S OLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365]

WALTER SCOTT, Ltd.—1935 Austin 7 Ruby de luxe saloon, excellent condition; £175.—39, Colledge Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9741]

125 gns.—Austin 7 1936 touring, black, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowlands, 11th, Hampstead (Hampstead Tube). Hampstead 6041. [4932]

Austin Seven Cars Wanted
ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5132]

CAR MART, Ltd.
L ONDON Distributors.

1946 Austin 8 saloon, 14,000 miles; £525.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4767]

DICKS CAR SALES offer:—
1944 Austin 8 saloon, not ex-Govt.; £395.—Below.
1946 Austin 8 saloon, recent overhaul; £305.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4233]

H. A. SAUNDERS, Ltd., offer:—
1947 Austin 8hp saloon de luxe, 11,000 miles; £575; choice of 2.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4668]

1946 Austin 8, beautiful condition; £465.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [4919]

MEBES & MEBES, Ltd. (Est. 1895), offer:—
1946 (Sept.) Austin 8hp de luxe 4-door saloon, black, brown leather upholstery, coachwork mechanical condition and tyres excellent, moderate mileage, one owner; £535.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [4711]

AUSTIN EIGHT

1939 Austin 8, 4-door saloon, reconditioned engine; £295.—Grove Motors, North Rd., Southall 3477. [4681]

£345—Austin 8 sln. de luxe, a really excellent car mechanically, good cellulose and interior; choice of 2; many others.

BENMOTORS, J. Clarendon Rd., Holland Park, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [4475]

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4603]

1947 Austin 8 4-door saloon, low mileage, spotless; £535.—Smith & Hunter, 376, Kenington High St., W.14. Western 2312. [4997]

L. P. DOVE offer 1946 Austin 8 saloon, in first class condition throughout; £495.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [5034]

1947 Austin 8 saloon, black, in really first class condition; £525.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.5. Ham. 2255. [3791]

1947 Austin 8 saloon, black, 4,000 miles, indistinguishable from new; £550.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4252]

BARGAIN!—1940 model Austin 8 2-door saloon, in B. condition; £325.—Cottinham Park Garage, Ltd., 112, Coombe Lane, Wimbledon, S.W.20. Wim. 3079. [5078]

MAKIN & HARRISON, Ltd.—1946 Austin 8 de luxe saloon, one owner, 11,000 miles; £495; 3 months' guarantee; terms, exchanges.—492-6, Chiswick High Rd., W.4. Chiswick 0558. [4210]

1940 type Austin 8 2-door saloon, black with blue leather, new engine fitted 8 weeks ago, good condition throughout; £575 cash, or £250 deposit; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4895]

Austin Eight Cars Wanted

C **THE CAR MART**, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [4662]

A USTIN 8 saloon, post-war.—Mac. 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4183]

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919]

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4553]

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0681]

R AYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5133]

AUSTIN TEN

TOM GARNER, Ltd., offer:—
1947 Austin 10 saloon, blue with brown leather, radio, taxed December, 18,000 miles.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4535]

C LANFIELD LAWRENCE offer:—
1946 Austin 10, blue; £585.—407, High Rd., N.12. Finchley 0091. [3185]

H. A. SAUNDERS, Ltd., offer:—
1947 Austin 10hp saloon de luxe, 11,000 miles; £695; choice of 2.
1946 Austin 10hp saloon de luxe; £595; choice of 2.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4678]

D. J. SHEPHERD & Co. (ENFIELD), Ltd.
1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19,000; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9198]

1937 Austin 10, black, de luxe saloon, in superb condition; £287/10.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth, S.W.8. Batt. 5573. [4573]

1946 model Austin 10 saloon, black, in very smart, clean condition; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [5057]

1937 Austin 10 saloon, pale green, superb condition, taxed year; £350.—Tottenham 2949. [5107]

1946 Austin 10 de luxe saloon, black, immaculate, full basic; £500.—Marks, 78, Chatsworth Rd., N.W.2. Wil. 2641. [5239]

1946 Austin 10 saloon, black, in excellent condition throughout, any inspection or trial; £550.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4250]

1946 Austin 10 de luxe saloon, fitted radio, nice condition; £550; exchanges and terms.—Moreton Garages, 51, Albert Embankment, S.E.11. Reliance 4016. [4815]

1940 type Austin 10 de luxe saloon, low mileage, car looks and runs like new, bargain; £435.—Harry Nash Motors, Ltd., 348, King Street, Hammonds, Riverside 2837-8. [4600]

245 gns.—Austin 10 May, 1936, Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4933]

1939 Austin 10hp Cambridge saloon, grey, blue leather, 30,000 miles, reconditioned engine fitted at 25,000 miles, one fastidious owner (well-known motoring correspondent), and positively in unblemished condition; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4554]

Austin Ten Cars Wanted

URGENTLY required, latest type Austin 10.—Chapman, "Bracklin", 6, Green Park, Cambridge. [3566]

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. [0953]
SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67, Hunter St., W.1. Wel. 6899. [4554]
ROWLAND SMITH'S, the Austin 10 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [0920]
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [3540]

AUSTIN A40

C
L
LONDON Distributors.
1949 Austin A40 Dorset saloon, heater, 3,000 miles; £875. [4675]
1948 Austin A40 Devon saloon, radio, heater, 16,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4768]
WIMBUSH for good A40s.

1949 Austin A40 Devon saloon with sunroof, grey with beige upholstery, mileage 6,000; fitted heater, taxed year; £845; also another similar model, 8,000 miles; fitted radio; £835.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [3670]
TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, seal grey with beige leather, sun roof, heater, etc., 7,000 miles. [4653]
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4534]
H. A. SAUNDERS, Ltd., offer:—

1948 Austin A40 Devon 4-door saloon de luxe, heater, 6,000 miles; £845. [4669]
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4669]
PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon, grey/beige, 3,000 miles. [4632]
1948 Austin A40 Devon, maroon/beige, 12,600 miles. [4632]
1949 Austin A40 Devon, green/beige, 5,000 miles. [4632]
4, Brick St., Park Lane, London, W.1. Gro. 4772-3. [4832]
WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Devon saloon, sun roof, blue, blue leather, 3,000 miles; £875. [4983]
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4983]
DAGENHAM MOTORS, Ltd., offer the following car:

1949 Austin A40 Dorset, gunmetal, beige, hide upholstery, sun roof, heater, 3,000 miles. [4791]
56, Park Lane, W.1. Regent 4866. [4791]
1949 Austin A40 Dorset saloon, mileage 3,000; £815; trade enquiries welcomed. [4729]
H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [4729]

AUSTIN A40 Dorset saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3589. [4705]
AUSTIN A40 Devon 4-door de luxe, radio, heater, 10,000 miles, blue/blue leather; £835.—Imperial Motor Mart, Cheltenham 2065. [4705]

1949 (Feb.) Austin A40 Devon sun saloon, grey with beige leather, one owner, 6,000 miles, heater and radio, superb condition throughout; £835. [4653]
GEOFFREY OSBORNE, Ltd., 136/138, Streatham Hill, S.W.2. [4653]
SW.2. [4653]

1948 Dorset saloon, 5,700 miles, one owner, unblemished; £805.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4841]
1949 Austin A40, heater, radio, Ulster screen, local special coachwork, many extras, low mileage; £875.—Montrose Motors, Wembley 2636. [4906]

1949 (March) Austin A40, Countyman, finished grey, 900 miles, in excellent condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [4653]
1949 Devon 4-door saloon, black with beige upholstery, 5,000 miles; £880; unblemished.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4842]

1949 (February) Austin A40 Devon saloon, fitted radio, sliding roof, finished stone-grey, 5,300 miles only; £875.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [5179]
1949 A40 four-door saloon, immaculate throughout, low mileage.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503. 2354. 3526. Works and Service Station, Mare St., Hackney, E.8. [5030]

Austin A40 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297 Euston Rd., N.W.1. Euston 1212. [0957]
R. C. WIMBUSH, Ltd.,
WISH to purchase for cash good Austin A40.—512, Earls Court Rd., S.W.5. Fremantle 8401/2. [2332]
ROWLAND SMITH'S, the Austin A40 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0912]
AUSTIN 12/4 1933 sal. rd. cond.; all petrol, £125.—53, Leighway Lane, B.W.16. [5227]
1938 Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Kent. Tel. 2960. [2466]

AUSTIN TWELVE

C
L
LONDON Distributors.
1947 Austin 12 saloon, 18,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4769]
H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of 2. [4671]
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4671]
JOHAN CAMPBELL MOTORS offer:—

1939 Austin 12 Ascot saloon, black with red leather, good tyres, chassis, interior leather and coachwork in superb condition; £395.—Below. [9622]
JOHAN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9622]
CHARLES RICKARDS, Ltd., the house of standing and repute.

1936 Austin 12/4 saloon, finished dark blue; engine overhauled; excellent condition throughout; £280. [4483]
56, Baywater Rd., W.2 (next door to Lancaster Tube Station). Tel. Paddington 1820. [4483]
1939 Austin 12, sun roof saloon, black in excellent condition; £395. [3176]
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3176]

1939 Austin 12 saloon Ascot; one owner; taxed year; £325.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4567]
12hp saloon, 1947, black/brown hide upholstery, low mileage, faultless condition.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4839]

245 gns.—1937 Austin Kempton 4-door sports saloon, immaculate condition, any trial.—G.P. (Baltic) Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4467]
1947 (June) Austin 12 sunshine saloon, 16,000 miles, black, brown leather, perfect condition, privately owned, recently overhauled, new battery, licensed 1950; nearest offer £800.—Box 3058. [4447]

1940 Austin 12/4 4-door de luxe saloon, taxed year, indistinguishable from 1947, mechanically, coachwork and interior excellent; £475.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5154. [2305]
NAYLOR & ROOT, Ltd., 1946 Austin 12 saloon, black, brown hide upholstery, low mileage, one careful owner; equal to new throughout; £725; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [4863]

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. [0954]
AUSTIN 12 wanted, not earlier 1939.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Streatham 8638. [3066]
ROWLAND SMITH'S, the Austin 12 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [0921]

1937 8-9 Austin 12 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station N.2. Tudor 2901-2. [0094]
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5841]

AUSTIN SIXTEEN

C
L
LONDON Distributors.
1949 Austin 16 saloon, 2,000 miles; £1,025. [4770]
1948 Austin 16 saloon 9,000 miles; £950.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4770]
TOM GARNER, Ltd., offer:—

1949 Austin 16 S.R. saloon, grey with brown leather, radio, etc., 7,000 miles. [4536]
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4536]
H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 3,500 miles, radio, heater, spotlight, etc.; £1,025. [4651]
1949 Austin 16hp saloon de luxe, 7,000 miles, radio; £965. [4651]
1948 Austin 16hp saloon de luxe, 11,000 miles; £895. [4672]
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4672]

MCKINNON MOTORS, Ltd., offer:—
1948 (Aug.) Austin 16 saloon, green, brown leather, radio, twin Nottok spot lamps, taxed December, one owner, superb condition; £950. [4394]
MCKINNON'S, Langham House, 3, Stafford Rd., W.11. Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4394]

ACE SERVICE STATION (LONDON), Ltd., offer:—
1934 Austin 16hp 7-seater face-forward occasional, splendid condition throughout; £225. [4651]
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [4651]
1947 Austin 16 saloon, black, brown leather, exceptional condition; £850.—Also. [4651]
1948 (December) Austin 16 saloon, black, brown leather, beautifully maintained; £885. [4651]
GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [4721]
1948 Austin 16 low mileage immaculate; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5-6. [4659]

AUSTIN SIXTEEN

£765—Austin 16 (October, 1946) saloon, black, H.M.V. radio, almost as new.—Robbins, East Putney, Tel. 4581. [1506]
GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black/brown leather/cloth, 2,300 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4575]

1947 Austin 16 saloon, small mileage, ex. chassis, provincial trade enquiries invited; £720.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [4575]
1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809]

1948 Austin 16 saloon, black, Philco radio, 4,000 miles; £950.—Kin. Van Houten, Ltd., Murray House, Vandon St., Buckingham Gate, London, S.W.1. Tel. Whitehall 2818-9. [4458]

895 gns.—Austin 16 1949 de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, 7,900 miles, practically new condition; terms, exchanges.—Rowland Smith, below. [4934]
725 gns.—Austin 16 Oct. 1946, de luxe 4-door saloon, black, sliding head, blue leather, heater, good tyres, one careful owner, excellent condition, terms, exchanges; list; open 9-7 week-days Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [4934]

650 gns, unrepeatable bargain!—1946 Austin 16 saloon, mileage 23,000, £10 tax, interior heater, as new; £220 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. [5004]
16hp saloon, 1949, green, brown hide upholstery, one owner, radio, heater, passlamp, low mileage, faultless condition.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4840]

AUSTIN 15/9 Hertford saloon de luxe in really amazing condition throughout, first reg. June 1935, but laid-up for long periods, privately owned, chauffeur maintained, mechanically perfect, with spotless coachwork and cellulose as new, courtesy March-May 1954, exceptional value £255, or near offer; no dealers.—Box 3061. [4452]

Austin Sixteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0995]
R. C. WIMBUSH, Ltd.,
WISH to purchase for cash good Austin 16s.—512, Earls Court Rd., S.W.5. Fremantle 8401/2. [2332]
LIGHT CAR CO., of Derby, require: 1947-8 Austin 16 saloon.—Th. Motor Showrooms, Derby. Tel. 3658. [4604]

ROWLAND SMITH'S, the Austin 16 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [0922]
POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. [0652]
URGENTLY wanted for client, low mileage Austin 16 saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1946]

AUSTIN EIGHTEEN

1939 Austin 18 Windsor 7-seater.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. G. Euston 3268. [5829]
1939 Austin 18; £575.—Herbert and Mills, Church Rd., Ashford, Middx. Tel. 2960. [4651]
AUSTIN 18 Chalfont and Iver 7-seater limousines from £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [3868]

1939 Austin 18 Windsor long chassis 7-str. saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3589. [4604]
RALPH TOWN, Ltd., offer: 1950 Austin Norfolk saloon; £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [4643]
1939 Austin 18 7-seater limousine, finished blue, with blue leather, in magnificent condition throughout; £745.—Harry Martin, 23, Devonshire Place, London, W.1. [5020]

R. C. MORTLAKE offers:—1937 Austin 16 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2246]

£425—Austin 18 York 7-seater with division, late private owner maintained this vehicle excellently, bodywork literally new, fitted 4 new tyres, easyclean wheels, do not mistake this for high mileage worn hire car; comprehensive 3 months' written guarantee; hire-purchase, exchanges. [15094]
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes L. Park 1144, 4297. [15094]

£295 model with leather upholstery front and rear, face forward occasional seats, easy clean wheels and external rear boot, black cellulose is not immaculate but the chassis is sound, the car is a particularly good runner and represents first-class value at the price; see below.

£775—Austin 18hp Iver enclosed 7-passenger limousine 1938 in sparkling condition, finished black and chrome, leather throughout; a one owner car, scrupulously serviced and maintained by expert staff, face forward seats, recessed when not used and upholstered in blue leather to match, polished wood panelling, mats, head lining, etc. in really excellent condition; mechanically this car gives the kind of luxurious ride one would expect from a properly maintained Iver limousine, and is in the condition to give a really lasting term of reliable service to hire concern seeking for a vehicle suitable for town and country work, funerals, etc., specially recommended and fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2581 & 5115. 25 other limousines in stock, write for 16-page post free stock list; easy and confidential hire purchase facilities, part exchanges; cars delivered free anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford take only 50 mins., or by road just under 4 miles from main A.5 Watling Street. [5007]

AUSTIN EIGHTEEN
1939 Austin 18 Norfolk saloon, converted to a seven-seater, excellent condition and appearance, £495, terms of exchange.—Motor House, Stouffville, Worcester. Tel. Peapleton 275. (14400)
425 gns.—Austin 18 1936 model, Chalfont 7-passenger limousine, black, blue leather, division, face-forward occasional, easy-clean wheels, good tyres, carefully used, excellent condition; terms, exchange.—Rowland Smith, below.
395 gns.—Austin 18 August, 1936, York 7-seater saloon, black, sliding head, blue leather, face-forward occasional, carefully used, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4935)
SEVEN SEATERS 1936/1937 Saloons-Limousines, forward occasional, desirable condition throughout, from £450. Below
SEVEN SEATERS 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.
LI-MOUSINES 1938/1939 selected carriages, Ivers or Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £255.
HEARSE 1938/1939 Long chassis 5-door 6-bearer 1950 streamlined Coachwork, lavishly equipped, mechanical guarantee certificate, reasonable cost, immediate delivery. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. (5036)

Austin Eighteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0955)
ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0924)
7-SEATERS 1937/38/39 also Norfolk Saloons required, maximum paid, Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (2888)
AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (3877)

AUSTIN TWENTY

£195—1933 Austin 20 7-passenger, long chassis, face-forward, hide interior, faultless runner, spotless condition, definitely above average.
MOTORS, 180-184, West End Lane, N.W.5. B. Hampstead 6490. (5203)
1933 Austin 20 7-passenger limousine, really exceptional condition throughout; £195.—Newbury Cars, Annington Rd., N.2. Tudor 3394. (5136)
LI-MOUSINE 1937/1938 selected Mayfairs, partition, 7 forward, black leather, unquestionable condition carriages. £795.
HEARSE 1937/1938 streamlined 5-door-6-bearer 1950 Coachwork, mechanical guarantee certificate, reasonable cost. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. (5037)

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0925)
7-SEATER Limousines 1937/1938—also 28hp—details please, Alpe & Saunders Providence Court, Grosvenor Square. Mayfair-2941. (2888)

AUSTIN A125 and A135

C
AR MART, Ltd.
LONDON Distributors.
1949 Austin Sheerline saloon, 5,000 miles; £1,685.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (4771)
H. A. SAUNDERS, Ltd., offer:—
1949 Austin A125 Sheerline saloon de luxe, heater, radio, etc., black; £1,595.
H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024.
GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.
GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin G Sheerline saloon, grey, 8,000 miles, new condition, Gordon House, 375, Euston Rd., N.W.1. Euston 5611. (4576)
1949 (January) Austin Sheerline saloon, grey with grey leather, 8,000 miles; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (5090)
1949 (Feb.) Austin Sheerline saloon, black, beige leather, built-in radio and heater, 5,000 miles, as new; £1,550.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. (4635)

Austin A125 and A135 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (0352)

AUSTIN MISCELLANEOUS

R
EGIONAL DISTRIBUTORS
H
IRE car and limousine specialists.
W
RITE for details and location of cars to
S
**ALES Dept.: 45, South Audley St., London, W.1.
AUSTIN 8 and 10 tourers, new condition, any trial; from £375.
GIBBSCARS, 104, Clapham Park Rd., London, S.W.4 (Maccall 4441-2). (4917)
AUSTIN 1945, black saloon, 47,000 miles, one owner; £525.—Box 3022. (4396)
TANKARD & SMITH, Ltd. offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd. S.W.3. Tel. Fitz. 4301-3. (0374)
Austin Miscellaneous Cars Wanted
BRITISH & COLONIAL MOTORS require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3528. (4620)**

Austin Miscellaneous Cars Wanted

R
OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0926)
C. G. NORMAN & Co.
AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.
W. HAROLD PERRY, Ltd.
W
ISH to purchase Austin post-war motor cars, particularly low mileage.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. (5802)
WANTED Austin 10 or 12 saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (4812)
CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Fitchfield St., W.1. Langham 0012. (4744)
WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Rd. Weybridge 233. (0541)
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition.—Mayfair 5842. (0812)
CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. (4486)
AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 6161. (0416)
1938 and genuine mileage stated.—Wilson, 16, Trinity Gdns., S.W.9. Brixton 4011. (0313)
URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4112. (3755)
URGENTLY required, all models Austin cars in really good condition.—Beardmore Services, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. (1039)

Austin Spares and Service

NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. (0226)
C. G. NORMAN & Co.
AUTHORIZED Austin dealers.
S
PARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.
THE CAR MART, Ltd.
LONDON distributors, spare parts for all models, cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3. Hendon 6500; and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. (0160)
FOR Austin mudguards, running boards 1931-39.—Brooks, 85, Queens Rd., Brighton. (0392)
S. G. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. (8052)
AUSTIN reconditioned engines and gear box units; also spare parts for all models.—Sands, the Austin People, Burnham, Bucks 84. (0305)
BROOKHURST GARAGE—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0203)
AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2852. 2820. (0729)
AUSTIN 7 owners.—Take advantage of our comprehensive list on application.—Fairley's Austin Specialists, John St., Sheffield, 2. Tel. 22876. (0285)
AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. (0414)
DRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acce Lane, S.W.2. Brixton 1155. (0184)

BENTLEY (3½ & 4½-litre)

J
B
JACK BARCLAY, LIMITED.
LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to
12-13, St. George St., Hanover Sq. London, W.1. Tel. Mayfair 7444. (0067)
ME
MANN EGERTON & Co., Ltd., offer:—
BENTLEY Mark VI steel saloon (July, 1947), black with grey leather upholstery, mileage 12,300, one owner, immaculate condition throughout.
BENTLEY 4½-litre (overdrive) 1938, black with blue leather upholstery, many extras including Ace super discs, spare wheel cover, press-button radio, tailored loose covers, etc.
14, Berkeley St., W.1. Regent 2073. (4595)
SWANMORE GARAGE.
1939 Bentley 4½-litre Park Ward saloon; £1,895. Below.
1937 Bentley 4½-litre Park Ward saloon, £500 Bentley overhaul; £2,100.
1935 Bentley 3½-litre Thrupp & Maberly saloon, immaculate condition; £975.
SWANMORE GARAGE, 1176-80, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. (5137)
1935 3½ Bentley three-position Sedanca coupe, Thrupp and Maberly, excellent history; beautiful condition; £1,295.—Crawley. Western 6015. (4148)

BENTLEY (3½ & 4½-litre)

H
R
OWEN, Ltd.
LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—
1949 Bentley Mark VI 4-door sports saloon by Cooper. Ref. H.3795.
1948 Bentley Mark VI standard Steel saloon. Ref. H.4008.
1936 Bentley 4½-litre 4-door sports saloon by Park Ward. Ref. H.5530.
1935 Bentley 3½-litre 2-seater tourer by Abbey. Ref. H.4021.
1938 Bentley 4½-litre 4-door razor-edge saloon by Freestone & Webb. Ref. H.3360.
ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—
H. R. OWEN, Ltd.
PROUD members of the Swain Group.
17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).
ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Group, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.
H
OFFMANN'S, of Halifax.
MEANS cars of distinction.
1947 Bentley Mark VI standard saloon by Bentley Motors. Ref. H.4008.
1936 Bentley 3½-litre sports saloon by Barker. Ref. H.3741.
1935 Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.5055.
ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—
H. OFFMANN'S, of Halifax.
PROUD members of the Swain Group.
OPEN 8 a.m. to 7 p.m. (week-days).
H. OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). (4550)
RIPPON.
RIPPON.
RIPPON BROS., Ltd.
NORTHERN Bentley Specialists.
1947 Mark VI standard saloon, metallic grey with grey leather.
1939 4½-litre with overdrive, fitted special 4-door sports saloon by Rippon.
1937 4½-litre with 4-door sports saloon by Park Ward.
1936 4½-litre fitted with 4-door sports saloon by Rippon.
1934 3½-litre 4-door sports saloon.
FOR further particulars contact the largest Bentley Distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). (0906)
HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1937 sports saloon by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. 3, in first-class condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1428)
CLAND & TABOR, Ltd., offer:—
1934 Bentley Park Ward saloon, low mileage, new condition throughout; £850.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. (4531)
LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). (0096)
P. J. EVANS, Ltd., Bentley special retailers, Birmingham, offer
1948 Mark VI standard steel saloon, pearl grey with light blue hide, 16,000 miles, perfect condition.—Below.
1948 Mark VI standard steel saloon, black with beige hide, 19,000 miles, perfect condition.
P. J. EVANS, Ltd., John Bright St., Birmingham. M.4. 2911. (4423)
W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, offer a
1934 Bentley 3½-litre with sports saloon body by Barker; this car has been very well maintained and looks far more recent than the year would suggest; outstanding performance; £950.
1937 (reg. 29.10.36) 4½-litre Bentley with drop-head four-door body by Windovers; colour black with Sycamore dash and door mouldings; black mohair hood; all new tyres; light beige hide interior; £1,500.
HUGE stocks of used cars, commercial vehicles, and tractors, mostly Ford.—Ford House, New Rd., Dagenham. Tel. Rainham 770. (4554)
1947 Bentley Mark VI sports saloon, grey, grey leather, manufacturer's guarantee; £5,200.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (4723)
1935 delivery 3½-litre Bentley with Park Ward sports saloon body, colour grey with red leather.
PADDON BROS., Ltd., 60, Cheral Place, South Kensington, London, S.W.7. (Ren. 3477-8). (4324)
1939 4½ Bentley overdrive, semi-razor edge saloon, Thrupp and Maberly, low mileage, faultless condition; £2,550.—Crawley. Western 6015. (4147)

BENTLEY (3½ & 4½-litre)

CAR MART, Ltd.
1948 Bentley Mark VI Steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 330 Euston Rd., N.W.1. Euston 1212. [4772]

JACK OLDING, of Mayfair,
OFFICIAL Rolls-Royce and Bentley retailers,
OFFER:—

MARK VI Bentley Standard saloon, finished pearl, mileage 4,000, first registered November, 1949 (nine months covenant to be completed).

MARK VI Bentley Standard saloon, finished black with brown leather upholstery, moderate mileage, first registered April, 1948; £5,500.

MARK VI Bentley Standard saloon, finished dark blue with grey leather upholstery, moderate mileage, first registered June, 1947.

4½-litre Bentley with overdrive razor-edged sports saloon by H. J. Mulliner, finished black with blue leather upholstery, first registered 1949.

DETAILS of new Bentley cars for early delivery on application.
ADLEY House,

NORTH Audley St., W.1. Mayfair 5242. [4639]

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 33, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904]

1937 Bentley 4½-litre pillarless saloon, by Vandenberg, black, grey, excellent history.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4970]

1949 Bentley Mark VI, brand new, standard steel chassis, 10,000 miles, only best offer secured.—Want, 25, Devonshire Rd., Davenport Park, Stockport, Cheshire. [4217]

3½-litre Bentley special 4-door saloon by Park Ward, finished in grey with blue upholstery, perfect chassis, very modern-looking streamlined body, riding control, etc.; £1,250.

OFFERED by Clarke's of Pirbright, Automobile Engineers. Officially appointed Retailers and Repairers of Bentley cars. Tel. Brookwood 2201-2-3. [4465]

1936 model Bentley 4½-litre Park Ward sports saloon, black with grey leather upholstery, disc wheels, Bentley agent maintained; £1,300.—J. H. & F. W. Green, Ltd., Canal Wharf, Chichester 5409. [5242]

1949 Mark VI Bentley Park Ward coupe, electrically operated head, black/brown leather, 6,000 miles, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [5970]

BENTLEY Mark VI saloon, grey with grey leather upholstery, first registered 3.1.49, fitted with H.M.V. wireless, interior heater and demisting, mileage under 9,000, one private owner, in immaculate condition, taxed for year.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [4256]

1936 Bentley 4½-litre coachbuilt sports saloon by Barker, mileage 75,000 but complete engine, chassis and coachwork overhauled within last 15,000 miles, car has been meticulously maintained by enthusiastic engineer and is in perfect condition; £1,650.—Box 3158. [5160]

1937 (Oct.) Bentley 4½ Continental four-seater drop head coupe of special design by Vandenberg, lavishly equipped and in magnificent condition; the most attractive pre-war Bentley available; chassis No. B149K.U.—Harry Martin, 25, Devonshire Place, London, W.1. [5021]

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd., Hanover Court, Charles St., Leicester, Tel. 60832. [4243]

1938 Bentley 4½, Vandenberg Plais 4-door, all-weather drop head, magnificent condition and very attractive, fitted H.M.V. radio, numerous extras, bodywork has been recently reconditioned, suede green/beige leather interior (as in 1938), chassis B.3 H.M. first registered October, 1938, any trial or examination; £1,500.—Imperial Motor Mart, Cheltenham 2065. [4704]

BENTLEY (other than 3½ & 4½-litre)
3-litre Blue Label Bentley, enthusiast's buy at or near £1,800; seen London.—Box 5168. [5170]

1929 6½-litre Blue Label coupe with dicky seat, excellent condition; £245.—Box 5173. [5114]

1931 Bentley 4½-litre Allweather by Mulliner, works maintained, many extras, 100%.—Box 5169. [5105]

BENTLEY 8-litre short chassis open tourer, last but three built, superb condition, taxed; £475.—Rosebank near Moorfield, Glossop. [5119]

3-litre Bentley chassis in exceptional mechanical condition, 30 m.p.h., 70 m.p.h.; £125.—Rowlands, 65a West St., Southampton, Tel. 2975. [5098]

6½-litre Bentley streamline sports saloon, first registered 1936, as new, exchanges; £750.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance [5217]

DIESEL Bentley 4½-litre chassis fitted 1940 hand-some new open tourer body and new Perkins P6 in 1948, 35m.p.h. and 70m.p.h. in regular use and in first class condition; £695.—Rosebank near Moorfield, Glossop. [5120]

BENTLEY 4½-litre 1930-31 Sportsman fixed head coupe by H. J. Mulliner, small total mileage and in excellent condition throughout having been maintained as second car by present owner for 11 years. Engine of latest type, 4-cylinder crankcase, overhead valves, coachwork black with dove grey leather and polished walnut dash, etc., radiator, P1000 lamps and all fittings chromium plated, two spare wheels and a most complete set of original Bentley instruments, £600; past exchange considered.—Stribley, 11a Sherborne Rd., Birmingham 27. [4515]

Bentley Cars Wanted
BROOKLANDS OF BOND STREET, Ltd. have new and used cars in stock and are always interested to have details of any Bentley cars for disposal.—Mayfair 8551/6. [0328]

Bentley Cars Wanted

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OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2553. Head Office, Huddersfield Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515]

C
M
THE CART MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [10956]

J. MARSHALL. [0927]

WANTED, Bentley 3½ and 4½-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 969, St. Albans Rd., Watford, Tel. Garston 2369. [4392]

PRE-WAR Rolls-Bentley, in good condition required by private buyer.—Box 2796. [5471]

R
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R
OWLAND SMITH'S, the Bentley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0927]

MODERN 3½-4½ urgently required mechanically sound, details and cost please. Priest, 2, Providence Court, W.1. [2889]

URGENTLY required, good 3½-litre or 4½-litre pre-war Bentley, Hatfield, 153, Gt. Titchfield St., W.1. Langham 0012. [4755]

BARTLETT is most anxious to purchase good condition 3½ and 4½ Bentleys.—27a, Pembroke Villas, W.1. Bayswater 0523. [5093]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. [7456]

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0815]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores. [8563]

1937 VI models urgently wanted; smaller cars supplied part exchange if desired.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station) Ambassador 1061-2. [4870]

REQUIRED urgently, 1935 or 1936 3½-litre drop head coupe, preferably passed by Bentleys, complete details and lowest price please for a genuine purchaser.—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd., Wokingham, near Croydon, Surrey. Tel. Wokingham 3403. Established 1906. [4428]

Bentley Spares and Service

JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (8 lines). [0624]

W. M. COOPER, Ltd., Catherine St., St. Albans 4945.
SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. [0622]

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367]

B.M.W.
B.M.W. 1947 post war model closed 4-str. coupe, done 20,000, exceedingly fast, top speed 50, consumption 30 m.p.g. fitted with 1950.—Apply Saker & Davis, 58, Theobalds Rd., W.C.1. [4459]

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4749]

JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.—175, Westbourne Grove, W.11. Bays. 4278. [4567]

F.N., Ltd.

JOINT Distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire.

WE have the widest range of Bristol standard and specialised models ever shown, including standard and sports saloons on 400 and 401 chassis and convertible body styles.

WE always have a selection of guaranteed cars in stock.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3085]

U
M
L
D.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0166]

CLAND & TABOR, Ltd., offer:—

1949 Bristol saloon type 400, speedo, 7,000 miles, radio and heater, as new; £2,225.

APPLY North Road Garage, Welwyn. Tel. Welwyn 4592. [4592]

KEVILL-DAVIES & MARCH, Ltd., offer:—

1948 Bristol saloon 400/85A, maroon, radio, heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

1948 Bristol saloon 400/85A, grey, radio, heater, one owner.

41—42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [3659]

BRISTOL

KEVILL-DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296]

BRISTOL, all models including type 401 4-5-seater on stripped and used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caisersham Hill, Surrey. Tel. 466. [1858]

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490]

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstrations cars available.—James H. Galt, Ltd., The Distribution, 58, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0549]

BRISTOL 2-litre Type 402 convertible drop head coupe, finished in most attractive shade of blue with fawn leather upholstery and fawn hood, a unique opportunity of purchasing one of the finest cars built in the world to-day; new, for immediate delivery.

JAMES H. GALT, Ltd., Bristol Distributors for Scotland and Northern England, 55, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598-9. [4451]

Bristol Cars Wanted

A.F.N., Ltd. will purchase Bristol Type 400 saloons.—Hounslow 0011. [4613]

BROOKLANDS OF BOND STREET, Ltd. have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8551-6. [0330]

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73 Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [0458]

BRITISH SALMON
British Salmon 1939 drop head coupe four-door, some, in very excellent mechanical condition, original cellulose, chrome, carpets and hide interior good; many others.

BRITISH SALMON, 1, Clarendon Rd., Holland Park, W.11. B. Park 5066/7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [4479]

BRITISH SALMON 12/55 4-door saloon, entirely stripped and rebuilt as new with latest modifications; comfortable hide leather upholstery, new tyres, built-in jacks, batteries, lamps, trimming, etc.; fully guaranteed; £725.—British Salmon Cars, Raynes Park, London, S.W.20. Wimbledon 0185. [4463]

British Salmon Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmon cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245]

B.S.A.

1939 B.S.A. Scout, 10hp sports, 30,000 miles only; ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Wuxlow 1071-5. [4818]

1938 B.S.A. 10 sports coupe, one owner, guaranteed; £255, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 15128. [4429]

SPORTS 2-seater B.S.A. 10hp Scout; outside tank; almost new tyres, hood and screens; beautiful coachwork; 1938; £235.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hamstead 1177. [4458]

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3369]

£450.—B.S.A. Scout 1939 10hp Series VI drop head coupe, 2-seater, 20,000, enthusiast maintained, excellent order, fitted Chromalind liners, twin S.U.s, oil-coil, Fram, new tyres, economic, reliable and fast.—Box 3029. [4417]

1939 sports 4-seater B.S.A. roadster, immaculately finished in black and silver, easy-clean wheels, new hood and screens, in really superb condition, petrol from Dec. 1, 1949.—2, Wise Lane, Mill Hill, N.W.7. or tel. Mus. 5215 during office hours. [5226]

B.S.A. Cars Wanted

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R
OWLAND SMITH'S, the B.S.A. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0928]

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5135]

B.S.A. Spares and Service

BASIL ROY, Ltd.,—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144]

BUGATTI

H.W. MOTORS, Ltd., offer:—

BUGATTI type 57 sports saloon, beautiful car, finished in two shades of blue, in outstanding condition. Ace discs, valenced rear wheels, exceptionally smooth engine; 650m. [3906]

H.W. MOTORS, Ltd., Walton-Thames 783 and 1437. [3906]

TYPE 35, 2-seater, good engine, tyres and brakes, fitted battery, lights and dynamo; licensed year.—Carmichael, Sunningdale Manor, Dunsley, Hants. [3648]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maids Vale 1331. [0071]

CAR MART, Ltd. BUICK

1938 Buick Viceroy saloon, 25,000 miles; £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4773]

DICKS CAR SALES offer:—

1938 Buick 30hp saloon, very fine order; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6288-9. [4236]

1934-37 Buick 7-seater limousines from £500.—W.1. Maids Vale 3560.

1947 Buick saloon, 36, 71, 17,000 miles; £2,200.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3068. [2868]

BUICK

1939 Buick Viceroy saloon.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1351]

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery fitted with heater.

1947 Buick 51 super saloon, colour black, r.h.d., 9,000 miles, grey cloth upholstery, fitted radio and heater.

1947 Buick 51 super saloon, colour black, l.h.d., 10,000 miles, grey cloth upholstery, fitted with radio and heater.

1947 Buick 51 super saloon, colour black, r.h.d., 10,000 miles, grey cloth upholstery, fitted radio and heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858. [1313]

1938 Buick 37hp 7-seater with division, leather, nice condition; 2475.—Stadium Autos, 178, New Barn St., E.15. Alb. 5366. [4450]

ROCHE SIMONS & Co., Ltd.—1937 Buick 4-door drop head coupe, small mileage; £495.—94, Gt. Portland St., W.1. Lan. 1343. [4521]

1939 Buick drop head foursome coupe, black, grey leather.—Pull particulars from Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0395. [4901]

1939 Buick saloon 31hp, black with brown leather, one owner, chauffeur driven; £690.—Central Motors (Paddington), Ltd., 14, Harrow Rd., W.2. Alb. 0766. [4830]

1939 Buick 7-passenger limousine, low mileage, most beautiful condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557, 6970. [4877]

1937 model 40 coupe, 48,000 miles, one owner, exceptional condition, history known; £435.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 001. [4664]

1938 Buick special saloon, 30hp, recent complete overhaul; £750, seen and tried London.—Miss Inigo-Jones, c/o Watney & Powell, House of Commons, S.W.1. [4503]

1938 Buick Roadmaster Phaeton, fitted radio, magnificent car; £495.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 8321 (3 lines). [4734]

1939 Buick Albemarle drop head foursome coupe, extremely good condition; outright sale or exchange. —Greenways, Lockersley, nr. Romsey. Tel. Lockersley 312. [4542]

1937 Type 57 sports saloon by Young of Bromley, blue, suitable for the discriminating Buicklet driver, impeccable ownership, engine recently reconditioned by Bugatti experts; £635; must be seen to be appreciated at.

LONDON CARS, 592/596, Greenford Rd., Greenford, Middlex. Waxlow 2643. [5213]

£375.—Buick 7-passenger Pullman limousine 1936/7, with division face forward seats, leather upholstery and full equipment, finished in black, attractive condition, coachwork excellent; very special opportunity at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. 25 other limousines in stock; write for 13-page post free list, hire purchase, exchange.

1939 Buick Carlton foursome drop head coupe, black, mileage, stored 5 years, in superb condition throughout, a genuine car, any examination welcomed; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4686]

1935 Buick 36hp limousine, fitted with wind-down division and face-forward occasional seats, superb mechanical condition and in nice order throughout, ideal hire car; £350.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 8321 (3 lines). [4732]

495 cms.—Buick 8 (July, 1937) 30hp Albemarle 5-seater convertible coupe, light tan and chocolate, fawn leather, built-in radio, 2 spare wheels, very carefully used, exceptional condition, exchange list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4936]

1937 Buick 31hp McLaughlin chassis with special dropwork by Carlton Carriage, fitted built-in radio and heater, genuine hide upholstery, bucket seats, this car has had one driver only since new and is in excellent original condition with exception of new hood recently fitted, new tyres, etc.; price £335.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [5265]

LIMOUSINE, 1939, partitioned, 7-forward, black, £1,000, unquestionable condition, radio, privately owned, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [5038]

Buick Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [10747]

CASH immediately for good Buick, H. F. Edwards, 28, Upper High St., Epsom. 9400. [4758]

7-SEATERS private limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2885]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121 [10304]

Buick Spares and Service

CROWN wheels and spindles for all Buick models, state rate.—Barlow & Chidlaw, Ltd., Fendleton, Manchester. [2669]

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10141]

CADILLAC

1936 Cadillac limousine, privately owned, immaculate.

1939 Cadillac limousine, late property King of England, superb and faultless condition.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827]

1938 Cadillac Imperial Pullman limousine, 9,000 miles only, new condition throughout; offers.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [4724]

CADILLAC

CADILLAC limousine 1936 36hp full 8-seater, very good condition.—Marsh Garage, Hythe, Han. [5142]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [10746]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [10004]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10012]

CHEVROLET

PHILIP RICKARDS, Ltd., offer:—

1948 Chevrolet saloon, black, mileage 11,628, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3. [4834]

1946 Chevrolet 2-door l.h.d. saloon, exceptional condition; £375.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5207]

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [6518]

Chevrolet Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [10749]

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4616]

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only.—Distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4629]

CHRYSLER

1938 (October) Chrysler 24hp saloon, one owner, 34,000 miles only, practically as new, every respect; £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 8321 (3 lines). [4731]

HILLWOOD MOTORS.—1940 (October) Chrysler Carlton drop head foursome 24hp, this car has a reconditioned engine and has been fastidiously kept; there are few examples of this model in such wonderful condition; £625.—557/79, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [5185]

8-passenger 1939 Royal 28hp saloon, forward occasional, leather throughout, genuine 9,000, black, unquestionable condition. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [5039]

Chrysler Cars Wanted

CHRYSLER 1939 Wdon saloons in first-class condition; prices and particulars to

PREMIER MOTORS, Ltd., Chrysler Specialists, 19, Somerset St., Leeds, 1. Tel. 25137. [10656]

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [10929]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [10752]

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned limousines required. Alpe Providence Court, Grosvenor Square. Mayfair-2941. [2890]

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock at Carmo, St. John's Wood Roundabout, N.W.8. Pr. 341. [10015]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12. Balham 2234. [10561]

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DICKS CAR SALES offer:—

1939/40 Citroen 15hp saloon, very fine order, carefully used; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4240]

DAGENHAM MOTORS, Ltd., offer the following car:

1947 Citroen Light 15 saloon, sun roof, black, grey hide upholstery, 11,000 miles.

56, Park Lane, W.1. Regent 4866. [4792]

WORKING MOTORS (MAYBURY HILL), Ltd., Working 1928, offer:

1947 Registered Dec. 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles, nearly new tyres; £750.

1946 Citroen 15hp saloon, black with beige upholstery, sprung steering wheel, outstanding condition; £675. [4655]

CITROEN

H W MOTORS, Ltd., the Citroen specialists, offer:—

1946 saloon de luxe, Light 15, black, red upholstery, mechanically faultless, brakes relined, cellulose trimmings, etc. practically unmarked; £695.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.

H W MOTORS, Ltd., Walton-on-Thames 783 and 19815. [19815]

JOHN S. TRUSCOTT, Ltd., have London's finest stock of used post-war Citroens; only first-class examples are offered; present stock includes: full details and literature on request; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays 4274. [4569]

1946 Citroen Light 15 de luxe saloon, interior as new, smart appearance, faultless performance, a most sought-after motor car at special price of; £445.

1947 Citroen saloon, black, maroon leather, sun roof, and many extras; £665; another, similar; £685; saloon, fawn, grey leather; £765.

1948 saloon, black, fawn leather; £865.

1949 saloon, green, fawn leather, several extras; all the above are one-owner cars, and have been thoroughly serviced throughout; they are open to any reasonable trial or examination; full details and literature on request; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays 4274. [4569]

1940 Citroen Light 15 de luxe saloon, interior as new, smart appearance, faultless performance, a most sought-after motor car at special price of; £445.

BRAY MOTORS, 190-184, West End Lane, N.W.6. Hampstead 5490. [15204]

6-cylinder Citroen, first registered June 1947, mileage 7,987, one owner, fitted Wade-Ventnor supercharger, special clutch, polished valves, radio, and many extras. At a cost of over £400, this outstanding high performance car is as new throughout; price £1,850.—T. M. Gilroy, 21, Tuckburn St., Edinburgh, Tel. 31211. [5091]

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1, Victoria 7611-6.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [10930]

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 19815.

ANY motor car purchased for cash.—Victor Hornsman, Ltd., 79, Renshaw St., Liverpool, Tel. Royal 5881-1. [2439]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—175, Westbourne Grove, W.11. Bays 4274. [4565]

POST-WAR Citroen required, cash payment.—Morley, 54, Stratham Hill, S.W.2. Tulse Hill 4488. [10833]

A/C SERVICE STATION (LONDON), Ltd., purchase or cash all Citroen cars.—North Circular Rd., Stonebridge Park N.W.10. Elgar 5585 (5 lines). [6774]

Citroen Spares and Service

SOUTH of the Thames.

BAILES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [10187]

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Trubie. [10746]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath. 5865.—Citroen spares, reconditioned drive trains, 48-hr. service.

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialists in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [10746]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; 24 hrs. stocked. [12668]

DAIMLER

CAR MART, Ltd.

1948 Daimler 2½-litre saloon, radio, heater, 10,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4774]

STRATSTONE, Ltd., the Daimler specialists,

OFFER:—

DAIMLER 2½-litre saloon (1948), black with red leather, most attractive appearance, radio, heater; £1,525. [1793]

DAIMLER 36hp Straight-eight touring saloon (1948) by Hooper, blue with blue leather, dropping division, radio and heater, chrome disc; as new; £5,500.

DAIMLER 4½-litre limousine by Hooper (1937), black with green leather throughout, condition equal to new; £1,050.

DAIMLER 4½-litre touring limousine by James Young, black with cloth to rear, registered Feb. 1950 (£10 tax per annum), a most outstanding car in excellent condition throughout; £1,475.

DAIMLER E.L. 24hp limousine (1938), black with leather throughout, well maintained; £850. Full details from

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [4550]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition; £2,850.

1937 Daimler 32hp Straight Eight 7-passenger limousine, face forward occasional seating 5, just completely stripped out and overhauled at a cost of £500 including new engine, reconditioned, re-chromed, etc., etc.; £1,150 or near offer.—Portsmouth Rd., Thames Ditton. Emberbrook 4343.

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [4433]

DAIMLER

RUSSELL MOTORS (KNIGHTSBRIDGE) Ltd.
OFFER the following:—

1935 Daimler 15hp sports saloon, 50,000 miles, one owner since 1935, any trial or examination. —77, Sloane St., W.1. Tel. Sloane 5269. [4629]

1936 (November) 17hp Daimler saloon, finished blue; 4225; Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [4706]

1938 Straight Eight limousine, P. chassis, suitable for hearse, 2485—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3524]

1938/9 E.L. 24 Daimler limousines, indistinguishable from new—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805]

DAIMLER 15 saloon, fitted division, 1936, beautiful condition, Sire firm's ideal car; 4325—B. & H. Motors, Bignells Corner, South Mimms, Middlesex, South Mimms 2231-2. [4656]

225 gns.—Daimler 15 1935 four-seater coupe, maroon and black sliding head, brown leather, pre-selector, spare tyre unworn, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Daimler 15 (Oct., 1934) de luxe 4-door saloon, black sliding head, brown leather, pre-selector, good tyres, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 0341. [4895]

DAIMLER 2½-litre 4-door saloon (reg. Aug. 1948), finished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,585 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4894]

WELL-KNOWN car in London, ex-Cabinet Minister's exquisite straight eight 3½-litre drop head Daimler, 1936, maker-maintained regardless of expense, high-ratio axle, new block, in really clean condition all outstanding mechanically, an opportunity too rare to be missed.

£395—One owner since 1936 Daimler 20hp 7-seater enclosed limousine, used for funeral work only, very good black finish with blue Connolly hide upholstery front and rear, division, face forward occasions, etc., magnificent set of tyres, spare unused, whole car in really clean condition all outstanding mechanically, an opportunity too rare to be missed.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds., Tel. 2381 and 3115; 25 other limousines in stock; write for 18-page post free stock list, easy and confidential hire purchase, part exchanges. [5015]

£785 Straight Eight partitioned black Limousine, bench forward occasional, desirable condition, exceptional carriage. Below.

LIMOUSINE 1938 8-cyl-32hp, Hooper, partition, 7 forward, black, delightful condition, genuine 12,000. Seen—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [5040]

Daimler Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Daimler cars—150, Park Lane, W.1. Grosvenor 3434. [9559]

POST war 2½-litre drop head—Phillips, Chase, 5106 Heddingham, Essex. [5106]

WANTED, 1935/34 Daimler Fifteen sports coupe or sports saloon—Box 3166. [5169]

CASH immediately for good Daimler—H. F. Edwards, 28, Upper High St., Epsom, 9400. [4759]

ROWLAND SMITH'S, the Daimler buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [6033]

LIMOUSINE Modern 24hp-32hp required. Details please—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [2891]

URGENTLY wanted for client, low mileage Daimler 2½-litre car, Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1944]

Daimler Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Pre-selector gear boxes: exchange and repair—169 Fulham Rd., S.W.3. Kensington 7301. [7026]

CROYDON.—Donald Vince & Co. Ltd., Daimler and Lanchester specialists for sales and service. Kidderminster Rd., Croydon 5775. [6088]

DAIMLER and Lanchester spares—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DARRACO

DARRACO 4-litre 1939, 2-door saloon, body by Figoni, black with blue leather interior, showroom condition, mileage 18,000, really fast and exclusive car; photograph on request.—Box 3062. [14454]

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.
RAPID repairs and parts for Delage.
SOLE concessionaires for Great Britain, etc.

HEAD office: 82, Park St., W.1. [2406]

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [5051]

DELAHAYE

£675—3½-litre Coupe des Alpes Delahaye sports saloon, body by Chapion, of Paris, in excellent condition throughout (first registered 1949).

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembroke Mews, W.11. Bayswater 2951. After 6, Tulse Hill 4755. [4900]

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaires for the famous Delahaye cars.

US.A. and other overseas enquiries invited.
HEAD office: Regional House, 82, Park St., W.1. [2407]

D.K.W.

DK.W. 1936 8hp Meisterclass saloon, black; engine completely overhauled; new tyres, battery; excellent condition; one owner; offers.—Foster, Daubeney Cottage, Bersted St., Bognor. [4599]

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 0877. [0016]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.
CF. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. [0066]

DODGE

1948 Dodge 4-dr. saloon, radio and heater, 1½ drive, 20,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4605]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12. Tel. Balham 2234. [0562]

FIAT

FIAT 1100 saloon '32-40, grey, 35mpg, equal post-war; 298gns.—Bucknell, Pri. 3505. [5216]

1947 (September) Fiat 1100 pillarless four-door saloon; excellent condition throughout; only one of this species in the country.

A FREEMAN, Ltd., Grosvenor Garage, 55, Burnage Lane, Manchester, 19. Tel. Rusholme 2874-5. [4574]

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; 2285.—Albemarle Motors, Ltd., Crown Garage, Albany, (adj. Barracks), N.W.1. Tel. Euston 6011. [3774]

1939 Fiat 500 cabriolet, just recolloured cream and red, in splendid condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [0242]

FOX & NICHOLS, Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Weymouth 1322. [0440]

295 gns.—Fiat 1939 1,100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4938]

MAYFAIR GARAGES, Ltd.—April, 1939, 500 super-charged de luxe convertible coupe, black and beige, bumpers, new tyres, coach work and chassis completely reconditioned throughout; exceptional road performance, very smart; 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—1940 model 500 de luxe convertible coupe, brown and beige, beige leather, all good tyres, luggage carrier, coach work and chassis completely reconditioned throughout; 3 months' guarantee; £350.—Below.

MAYFAIR GARAGES, Ltd., 1939 500 fixed head de luxe coupe, black, blue hide upholstery, good tyres, very attractive car, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—July, 1939, 500 de luxe convertible coupe, black and red, 4 new tyres, 2 new batteries, specially built-in head lamps, amp meter, carefully used, exceptional condition throughout; 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, black and red, 4 new tyres, 2 new batteries, specially built-in head lamps, amp meter, carefully used, exceptional condition throughout; 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, grey, good tyres, excellent condition throughout; 3 months' guarantee; £195. (Choice of 18 Fiat in stock for cash).—Below.

MAYFAIR GARAGES, Ltd.—Sales and repairs: send for list, particulars of hire purchase and copy of Autocar road test.

MAYFAIR GARAGES, Ltd., Balderton Street, Mayfair, W.1. Mayfair 5104-5. [5266]

1948 registration Fiat 1500 with magnificent GHIA drop head coupe body in chocolate brown, chromium wheel discs, chromium fog and spot lamps, full 4½-seater with ample luggage space, excellent performance, 40 mph with 30-mpg, a most imposing and economical car to run, taxed December; £950 (listed over £1,500 to-day).—Derrington, 159, London Rd., Kingston 5621. [4509]

Fiat Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960]

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933]

CASH immediately for good Fiat.—H. F. Edwards, 154, St. Titchfield Rd., W.1. Langham 0012. [4745]

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 5104. Particularly Fiat 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7444]

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909]

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5280]

FORD (8 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4992]

FORD Anglia saloon, latest type, taxed December, 1950, mileage 5,300, colour black, leather upholstery. £545.

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4993]

FORD (8 h.p.)

PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, beige, 5,000 miles, another 7,000 miles.

1948 Ford 8hp Anglia, black, 9,000 miles.

1947 Ford 8hp Anglia, black, 12,000 miles.

56 Park Lane, W.1. Regent 4966. 374, Ealing Rd., Alperton, Middx. Perivale 3366 and 8 & 12. [4753]

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 (Jan) Ford Anglia saloon, beige with red leather; one owner, 1,500 miles only; £570.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4480]

1940 Ford Anglia saloon, in very good condition; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, F Cricklewood Broadway, N.W.2. Glad. 2234. [4270]

1949 (Feb) Ford 8hp saloon; almost indistinguishable from new; £540.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. [4427]

£265—1938 Ford 8 full de luxe saloon, excellent runner, good tyres, nice condition.—Below.

£165—1936 Ford 8 de luxe saloon, black, leather interior, bargain.

BRAY MOTORS, 160-184, West End Lane, N.W.6. Hampstead 4190. [5210]

1949 model Anglia, as new, colour beige, small mileage; £525.—Montrose Motors, Wembley 2656. [4909]

1949 Ford Anglia saloon, a beautiful car, heater, etc., taxed, £515.—Ayland, Lydd-on-Sea 276. [5524]

FORD Anglia, November, 1948, 11,000 miles, faultless condition; £485.—Panfili Service Garage, London Rd., Guildford 5358. [1178]

1947 Ford 8 Anglia, black and red, spotless; £435. —Allery and Bernard, Ltd., 379 King's Rd., S.W.3. Fla. 7845. [1316]

1947 Ford Anglia black saloon, 9,000 miles, indistinguishable from new; £415 or £100 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 276/7. [4668]

1947 Ford Anglia, beautiful condition; choice 3 from £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4899]

1938 (October) Ford 8hp saloon black, reconditioned throughout; £250.—Haskins, 115, Ladbroke Grove, W.10. Ladbroke 1155. [3030]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models [5367]

1939 Ford 8 saloon, black, in excellent condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4244]

1948 (Sept.) Ford Anglia saloon, black, 8,000 miles, perfect; £475.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4639]

£290—1939 Ford 8 de luxe model, original and beautiful condition throughout; bargain.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [4709]

8hp saloon, 1949, black, brown upholstery, 6,000 miles only, one owner, unblemished; £545.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [4845]

195 gns.—Ford 8 1936 saloon, beige, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4938]

1949 Ford 8hp saloon finished apple green, brown hide upholstery, 7,000 miles only, one owner, fully guaranteed; £570.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [5262]

Ford Eight Cars Wanted

FORD 8 saloon, post-war—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4185]

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4666. [0558]

PETERSHAM GARAGE, Ltd., authorised Ford agents are the best for Ford 8 buyers.—Petersham Mews, S.W.7. West. 4106. [4221]

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5134]

FORD (10 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4992]

HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100]

1938 Ford 10 tourer, good condition, new tyres.—74, Homestead Rd., Kempston, Rasingstone, Tel. 466. [5128]

FORD (10 h.p.)

C. & S. MOTORS, Neasden
1938 type Ford 10 4-door saloon, black with red leather upholstery, £239 cash or £75 deposit; balance payable over 18 months; terms quickly arranged, open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1504]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect, beige, cloth upholstery, 5,000 miles.
1948 Ford 10hp Prefect, black, brown hide, 2,500 miles.
1948 Ford 10hp Prefect, black, grey hide, 10,000 miles, choice of three.
1947 Ford 10hp Prefect, black, reconditioned engine.

56 Park Lane, W.1. Regent 4866, 374; Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12; Sangley Rd., Catford, S.E.6. Hither Green 4821. [4794]

£335—1939 (May) Ford 10 Prefect 4-door saloon, clean condition, excellent runner, good tyres.

B.RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5209]

£325—Ford Prefect 1939, a really perfect car mechanically, cellulose excellent; choice of 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [4606]

600 miles—1949 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4606]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1948-8 post-war Prefect saloons, low mileage, all guaranteed. [7934]

1947 Ford Prefect 4-door black saloon, leather upholstery, 11,000 miles, one owner; £495 or £125 deposit, balance 1, 2, 3 years.

JACK STON, 15, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [4687]

1947 Ford Prefect saloon, leather upholstery, low mileage, also 1939 Ford Prefect saloon, leather upholstery, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9908]

170 gns.—Ford 10 touring reg. Nov. 1936, leather new, screens, carpets excellent condition, reason sale new car.—Tel. Acorn 581 (evening). Box 5163. [5165]

1949 Ford Prefect, beige with red leather upholstery, several extras, very low mileage, carefully maintained by Ford, absolutely as new; £697/10. **JAMES SIMPSON (SALES)**, 244, Brompton Road, S.W.3. Ken. 3315. [5248]

1946 (April) Ford Prefect 4-door saloon with leather upholstery, low mileage, like new, original; £510.—Harry Nash Motors, Ltd., 348, King Street, Hammersmith, Riverside 2837-8. [4599]

1947 Ford 10 Prefect, leather upholstery, in perfect condition and A.I. mechanical order throughout; £250.—Wembley Court Motors, High Rd., Wembley, Tel. Arnold 5221. [4253]

225 gns.—Ford 10 1938 (reg. Oct. 1939) saloon, black, red leather, one owner; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4940]

1946 late Ford Prefect saloon, one owner, chauffeur driven.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2534, 3526. Works and Service Station, Mare St., Hackney, E.8. [5032]

1946 Ford 10 saloon, black, cloth upholstery, 16,000 miles, A.A. inspection invited, one owner, fully guaranteed; £490.—Steele Griffiths, & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-5. [5263]

1948 (Oct.) Ford Prefect saloon, black, brown leather, fitted radio, etc., one owner, 8,000 miles, as new; £1,200 (Sept.) Ford Prefect saloon, black, green leather, 12,000 miles, perfect; £580.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4638]

£575—We offer what must be without doubt the most unique Ford 10 Prefect on the road to-day; a December, 1946 model, finished in black, with brown leather interior practically without blemish; quite apart from the appearance of the car, which is genuine, outstanding, the particular Prefect has been equipped utterly regardless of cost with practically every conceivable extra refinement, including radio and heater, additional high-powered head lamps, special oil gauge, twin wind-tone horns, and a special internally operated under-bonnet inspection lamp; mechanically the car is absolutely tip-top, and will pass the closest inspection or examination; offered with a written guarantee by **CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [5012]

Ford Ten Cars Wanted
ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935]

MARSTON MOTOR CO., Ltd., for your Ford 10, 10, Sta 8000 Seven Sisters Rd., Tottenham, N.15. [5191]

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4438. [0854]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London W.1. Regent 4866. [0156]

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6344 (10 lines). [1560]

FORD (V.8)

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4991]

FORD 10hp saloon, first registered October, 1948, mileage 11,000, colour black, cloth upholstery, an outstanding motor car; price £250.

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4991]

CAR MART, Ltd.
1948 Ford V.8 Pilot saloon, leather, 5,000 miles; £1,050.—Car Mart, Ltd. 150 Park Lane, W.1. Grosvenor 3434. [4775]

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford American V.8 32.5hp 2-door saloon, grey, 2,700 miles, L.H.D.
1949 Ford V.8 Pilot saloon, green, beige hide, radio, 16,000 miles.

56 Park Lane, W.1. Regent 4866, 374; Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12; Sangley Rd., Catford, S.E.6. Hither Green 4821. [4795]

1947 American Ford V.8 saloon, L.H. drive, radio, heater, 28,000 miles, faultless condition; £885.—Crawley, Weston 6015. [4145]

1948 (Dec.) Ford Pilot, blue, leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [1277]

CORDON CARS (LONDON), Ltd.—1949 Ford Pilot V.8 saloon, black, brown leather, radio, 12,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4584]

1939 Ford V.8 22hp 4-door saloon, fawn with blue leather trim, privately owned, and in all-round immaculate condition; £299.—King's Motors, 1, High St., Hounslow, Tel. 3532. [4366]

£99 cash only.—1935 (June) Ford V.8 30hp 4-door saloon, clean paintwork and in good running order; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4087]

225 gns.—Ford V.8 (July, 1937) 22hp 4-door saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4941]

£435—1939 Ford V.8 30hp de luxe saloon, in superb condition both as to appearance and chassis; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [4066]

1939 Ford V.8 91A drophead coupe, black, fawn leather interior, new hood, heater, tele-control shock absorbers and many extras, one owner; this car is immaculate and must be seen; £475; exchanges.—Harold Webb Motors, Ltd., 536-540, High Rd., Ilford, Tel. Ilford 3151. [4648]

Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilot.—173, Westbourne Grove, W.11. Bays. 4274. [4568]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

PRIVATE owner requires 1949 Ford Pilot V.8, maximum covered mileage 5,000; leather upholstery; wireless and heater preferred; offers to—Lilley, Greenacres, 239, Dumfries Rd., Alfreton, Derby, Tel. Derby 58135 or 46095. [4218]

UTILITY—FORD OR OTHER BODIES
61A Ford 30hp utility, new body, reconditioned; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [4725]

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [5153]

Ford Utility Cars Wanted
FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237]

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937]

FORD MISCELLANEOUS
GODFREY DAVIS, Ltd.,

FORD main dealers,
ALWAYS open.

SELECTION from our stock. Write for full list.
GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209]

£445—Ford 8, 1946 Anglia saloon, 20,000 miles, works of fine just fitted.—Below.

£455—Ford 8, 1947 model saloon, 19,000 miles, superb condition.—Below.

£635—Ford 10hp 1948 Prefect saloon, black, fawn cloth, loose covers, genuine 2,000 miles, as new.—Below.

£550—Ford 10 1947 Prefect saloon, black, brown leather, superb condition.—Robbins, East Putney, Tel. 4501. [5068]

CANADIAN Ford saloon, in splendid order, first registration 1947, £10 tax; £825.—Bowen, Hillside Garage, Edgware, Tel. Edgware 4464-5. [3348]

TANKARD & SMITH, Ltd., offer the choice of many Ford 8 and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Fax. 4801-3 [0378]

Ford Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938]

CASH immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [4760]

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2439]

LUTON MOTORS, Ltd., Ford main dealers, require 10hp Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [10042]

Ford Spares and Service

NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient super- vision produce the best results.

NORMAND, Ltd., 405-9, King St., W.S. Riv. 3655. [0223]

FORD spares for all models.

DAGENHAM MOTORS, Ltd., 8, Balderton St., London W.1. Regent 4070, 374; Ealing Rd., Alperton, Wembley, Perivale 3388, and 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. [0169]

ALAN TAYLOR (MOTORS), Ltd.
11 High St., Wandsworth, S.W.18.

MAIN Ford dealers.
LARGE stocks of genuine Ford parts.

POTNEY 6431 (4 lines). [0314]

FORD Ford mudguards, runnings boards, 1935/46.—Brooks, 85, Queen Rd., Brighton. [0593]

DIARDS MOTORS, Ltd., 45-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110]

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281]

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939]

FRAZER NASH-B.M.W.
A.F.N. Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London Rd., Isleworth, Hounslow 0011. [4984]

ANTHONY CROOK offers:—

1939 type 3281; 100 mph sports two-seater and several other models

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 466. [4108]

KEVILL-DAVIES & MARCH, Ltd., offer:—

1939 Frazer Nash-B.M.W., type 327, occasional 2½ cabriolet, in absolutely first-class condition, recently fitted with a Bristol head & 3 Solex, colour black, a very fast, attractive car.

41-42—Hay's Mews, Berkeley Square, W.1. [3660]

MAYFAIR GARAGES, Ltd.—1935-6 type 45 fourseater drop head coupe, red, excellent tyres, brand new head, smart car, in exceptional condition throughout; £265.

MAYFAIR GARAGES, Ltd., Balderton Street, Mayfair, W.1. Mayfair 3104-5. [5268]

CASS'S MOTOR MART—1938 Frazer Nash-B.M.W. 320 saloon, recellulosed black, engine reconditioned by Burtonwood; £595; written guarantee.—5, Warren St., W.1. Euston 4110. [2613]

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507]

1936 Frazer Nash-B.M.W. type 319/45 cabriolet (black) reconditioned engine fitted 1947, overhauled by A.F.N. 1949, new shock absorbers, water thermometer, and Bristol type oil pump fitted; has just had top overhaul, new valve guides and springs; present owner has spent £150 on this car in the past 18 months; £350 or near offer.—Five Ways Garage (Norwich), Ltd. (Tel. Ealon 290). [4511]

SCARCE model, 1939 (July) Frazer Nash-B.M.W. model 328 sports 2-seater, luxuriously equipped, independent front suspension, recessed spare wheel mounting with metal wheel cover, disappearing hood, excellent top weather equipment, tele-controls, large dial speedo, and rev. counter, Tapley meter, passenger grab rail, Notek and Butler's pass lamps; finished most attractive shade of blue with red leather upholstery, an immaculate and most attractive car, terrific performance; offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [4740]

Frazer Nash-B.M.W. Cars Wanted
BARTLETT always buys Frazer Nash-B.M.W. s.—27a, Pembridge Villas, W.11. [1068]

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940]

HEALEY
GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Healey Duncan saloon, in new condition throughout, at £250.—Forsmouth Rd., Thames Ditton, Esherbrook 4343. [5191]

1948 2½-litre Healey special sports 2-seater, 2,000 miles only; £995.

TIMMS MOTORS, Colnetts Rd., Upper Richmond Rd., S.W.15. Tel. Putney 6667. [3343]

OWNER having taken delivery of new car wishes to dispose of 1948 (March) Healey B type standard saloon by Elliott; black with red upholstery; fitted loose covers and H.M.V. radio; first offer £1,375.—Write Owner, 512, Ears Court Rd., S.W.5. [3972]

Healey Cars Wanted
BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors, have new and used cars in stock and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261]

HILLMAN 10

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4991]

1949 Hillman Max Mark 3 first registered February, 1949, miles 15,300, colour pale green, fitted with H.M.V. radio, an excellent motor car; price £875.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4998]

CAR MART, Ltd.
1949 Hillman Minx, magnificent, 3,000 miles; £295.
1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £281.
1948 Hillman Minx Phase I saloon, 2,000 miles; £275.
1947 Hillman Minx saloon, 11,000 miles; £665.
1947 Hillman Minx coupe, 6,000 miles; £755.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [4776]
NEWNHAMS, Ltd.
1949 Hillman Minx Mark III saloon, 5,000 miles; £875.—235-7-9, Hammersmith Rd., London, W.6. Riv. 4646. [5257]
BROWNS for Hillman.
1939 Hillman Minx saloon de luxe, excellent condition; £350.—Brown's Garage, Loughlin (Essex) 4119 (Tube). [5754]
HAROLD RADFORD & Co., Ltd.
1948 (May) Hillman Minx Phase II saloon, black/brown upholstery, 5,600 miles, indistinguishable from new throughout.
1948 (November) Hillman Minx Phase II drop head coupe, black/brown upholstery, 11,000 miles, in first-class condition throughout.
H. A. SAUNDERS, Ltd., offer:—
1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.
1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £755.
1947 Hillman Minx drop head coupe, 12,000 miles; £615.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [4674]
WARWICK WRIGHT, Ltd., offer:—
1949 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £345.
1948 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £745.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4977]
WADDINGTON MOTORS, Ltd., offer:—
1947 Hillman Minx saloon; £575.—Fortune Green Rd., N.W.6. Ham. 2211. [4294]
1947 Hillman Minx, one owner, in superb condition; £650.
JAMES SIMPSON (SALES), 244, Brompton Road, Ken. 3315. [5252]
1948 Hillman 10hp coupe, Phase II, one owner, 9,966 miles; £725.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4406. [4726]
1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 3260. [5776]
£199—Definitely unrepeatable, 1939 Hillman Minx de luxe saloon, recent reconditioned engine, needs respray.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5206]
HILLMAN PHASE II 1949, 12,000 miles, as new, radio fitted; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [1876]
1946 Hillman Minx saloon; black, leather upholstery, excellent condition; £535.—Ealing 7002 or Perivale 5065. [4438]
1937 Hillman Minx saloon, outstanding order, High St., W.14. Western 2312. [5001]
1949 Hillman Minx Mk. III saloon, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5598.
GORDON CARS (LONDON), Ltd.—1948 (Dec.) Hillman Phase 3 saloon, 9,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4578]
LATE 1948 Hillman Minx drop head, black with brown leather upholstery, mileage 1,100, in superb condition, fitted heater, has to be seen to be appreciated.
JAMES SIMPSON (SALES), 244, Brompton Road, J.S.W.3. Ken. 3315. [5247]
1939 Hillman Minx drop head coupe, excellent condition throughout; £395.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0513. [5055]
ARCHIE SIMONS & Co., Ltd.—1948 Hillman Minx saloon de luxe, 5,995.—1939 Hillman Minx saloon de luxe; £365.—94, Gt. Portland Street, W.1. Lan. 1343. [4522]
1948 Hillman Minx Phase II saloon; 14,000 miles; £685.—L. P. Dove, Ltd., Guildford Rd., and White Rose Lane, Woking, Surrey. Tel. Woking 1292 (3 lines). [4469]
£595—Hillman Minx de luxe saloon, black with brown leather throughout, genuine 12,000 miles, almost as new.—Robbins, East Putney. Tel. 4581.
1948 Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner; £695.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4946]
1946 black Hillman Minx saloon, 22,000 miles, tyres, engine, bodywork first class condition, fitted with radio; £520.—Ring Sloane 3942 or write 14, Wilton St., S.W.1. [4923]
1939 Hillman Minx saloon, in very good condition throughout; bargain price; £315.—R. E. P. Garages, Ltd., 302-6, King St., Hammer-smith, W.6. Riverside 2881-2. [3767]
ROSE & YOUNG, Ltd., offer 1948 Hillman 10 saloon, phase II, bargain; £625.—65-69, Stenhold Ave., Streatham Hill, S.W.1 (1 minute Streatham Hill Station.) Tulse Hill 6464. [1654]
1949 Phase III Minx saloon, black/grey, 3,000 miles only, faultless condition, highly recommended; £375.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. [4847]

HILLMAN 10
1948 Hillman Minx Phase II, black with cloth interior, one owner, 14,000 miles, secret switch and other extras, immaculate condition; £705.
GEORGE OSBORNE, Ltd., 136/138, Streatham Hill, S.W.2. Tulse Hill 5857. [3575]
1948 Phase II Minx saloon, one owner, low mileage, unblemished condition, guaranteed; £775.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4846]
MAYFAIR GARAGES, Ltd.—1959 model 10hp Minx 4-door sliding head saloon, black and brown, good tyres, carefully maintained; exceptional condition throughout; 3 months' guarantee; £250.
MAYFAIR GARAGES, Ltd., Balderton Street, Mayfair, W.1. Mayfair 3104-5. [5267]
155 gns.—1935 (model) Hillman Minx sports 2-seater, streamlined type, excellent condition, a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Bait. 3117. [2468]
MAKIN & HARRISON, Ltd.—1939 Hillman 10hp sunshine saloon, nominal mileage, well maintained, £345; 3 months' guarantee; terms, exchanges.—492/6, Chiswick High Rd., W.4. Chiswick 0558. [3210]
1939 Hillman Minx saloon de luxe, black with brown leather upholstery, whole car as new; £360; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5196]
1939 Hillman Minx d.h. coupe, fitted Rootes reconditioned engine and clutch, every component and accessory overhauled, new tyres, outstanding opportunity to acquire really reliable car; £375.—Box 3231. [5223]
1949 Hillman Minx Magnificent phase III, low mileage, immaculate throughout.—Paramount 2334, 3526. Works and Service Station, Mare St., Hackney, E.8. [5051]
545 gns.—Hillman Minx (Dec. 1946) 10hp foursome drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4842]
TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II saloon in grey with upholstery to match, genuine 12,000 miles only, very attractive car in every way; £725; three months' written guarantee; also 200 guaranteed used cars of all makes.—139, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4493]
HILLMAN 14
1948 14, immaculate motor car; £425.—Simpsons Motors (American car specialists), Wembley 3903. [1414]
HILLMAN 16
£365—1937/8 Hillman 16 special Martin Walker drop head, red leather, superb car.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1061-2. [5169]
HILLMAN 21
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following:—
1938 Hillman 21hp limousine, 34,000 miles, priority forward occasional, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825]
LIMOUSINE 1938 Deluxe Coachwork, partition, widest 4 forward occasional, leather throughout, black, exceptional. £745.
7-PASSENGER 1937 privately owned black Saloon, leather, bench occasional, immaculate, £465. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5041]
HILLMAN MISCELLANEOUS
CAMDEN MOTORS.—Hillman 10hp phase II Minx saloon, May, 1948, one owner, immaculate condition, fawn with leather upholstery, £725.
CAMDEN MOTORS.—Hillman 10hp foursome drop head coupe, 1946/7, one lady owner since new, regularly serviced and maintained by leading Rootes agents, very outstanding condition, dark blue finish; £585.
CAMDEN MOTORS.—Hillman 14hp super de luxe saloon, 1938, full five-yr., just fitted genuine works replacement engine and thoroughly overhauled at cost of over £70, bills available and history known, negligible mileage since engine fitted; £375.
**CAMDEN MOTORS.—Beds. Tel. 2381 and 5115.—28 other Hillmans in stock; write for 18-page post free list; easy and confidential hire purchase facilities; part exchanges; cars delivered free anywhere in the United Kingdom, near main line L.M.S. station, frequent trains from Euston and Watford take only 50 mins., or by road just under 4 miles from main A.5 Watling St.; fares refunded to purchasers from any part of the country. [5010]
TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—139 King's Rd., S.W.3. Tel. Flax. 4501-3.
Hillman Cars Wanted
C
M
THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962]
R
ROOTES, Ltd.
DISTRIBUTORS
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES Ltd., Devonshire House Piccadilly W.1. 10108
U
URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [4752]**

Hillman Cars Wanted
R
S
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041
URGENTLY required, late type Hillman Minx.—Write J. Chapman, 6, Green Park, Cambridge. [1551]
1948 Hillman 10 saloon wanted.—Turnbull, Ross & Co., Station Hill, Winchester. [4349]
POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855]
BRITISH & COLONIAL MOTORS require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tel. 5588. [4625]
WANTED Hillman Minx saloon or drop head coupe.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4813]
ESTATE utility Phase II or III, must be exceptional condition.—Angior, 140, Golders Green Rd., London, N.W.11. [0530]
CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [4487]
ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [4848]
BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089]
RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5128]
NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44553. [0552]
Hillman Spares and Service
NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [10227]
J. C. BRODIE, Ltd.
HILLMAN repair specialist (30 years); well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [10676]
FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0397]
CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720]
G. S. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [18051]
CROYDON'S Hillman spares specialists.—Manton Motors Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517]
Hispano-Suiza Spares and Service
HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [19892]
HORCH
AUTO-UNION Horch drop head foursome, first registered 1946, l.h.d. 38hp, extremely fast and comfortable, in faultless condition, 16 mpg; price £650; must be seen to be appreciated; photos sent on application to
B. A. ROLFE & Sons, Ltd., Romsey, Hants. Tel. 3362. [4864]
HOTCHKISS
HAROLD RADFORD & Co., Ltd.
SOLE concessionaires.
SALES and service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1844]
GATEHOUSE offer 1939 Hotchkiss coupe 27.5hp, first registered 1.11.38, in immaculate condition.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4817]
Hotchkiss Spares and Service
HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]
H.R.G.
HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties, offer
NEW and used H.R.G. cars available for immediate delivery.
NEW, unregistered, H.R.G. 1,500cc 2-seater, grey, at list price.
1947 H.R.G. aerodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3109]
H.R.G. 1500 sports 2-seater, 1948, November registration, with 1949 modifications, twin windstone horns and pass light, immaculate condition; £675.
SAUNDERS, ABBOTT & Co., 1, Wickham Road, Beckenham, Kent. Tel. Beckenham 1930. [3546]
H.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of SHOWROOMS: 13, Berkeley St., W.1. May. 6266
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369]
Hudson Cars Wanted
URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [4754]

Hudson Spares and Service
SPIKINS (TWICKENHAM), Ltd., the Hudson dis-
tributors for Hudson reconditioned engines, spares
and service, quote chassis number—83-101, Heath Rd.,
Twickenham, Tel. Popesgrove 1055-6-7. Telegrams:
Spikins Twickenham. [0568]

CAR MART, Ltd.

1948 Humber Hawk saloon, radio, 15,000 miles; £1,025.
1948-9 Humber Super Snipe saloon, 600 miles; £1,325.
1948 Humber Pullman 7-seater limousine, 19,000 miles; £1,495.—Car Mart, 150, Park Lane, W.1. Grosvenor 3434. [4777]

JACQUIER, Ltd., offer:—

1948 model Humber Pullman limousine, 13,000 miles, immaculate condition throughout; £1,500.—225-7, Hammersmith Rd., W.8. Riverside 6677-8. [5076]

DICKS CAR SALES offer:—

1939 Humber Super Snipe razor edge saloon, as new; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kibbourn, Maida Vale 6688-9. [4235]

TOM GARNER, Ltd., offer:—

1949 Humber Super Snipe Mark II saloon, steel grey with grey leather, 2,000 miles only.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4537]

WARWICK WRIGHT, Ltd., offer:—

1948 Humber Super Snipe 27hp saloon, steel grey, 13,000 miles; £1,250.
1948 Humber Hawk 14hp saloon, gunmetal grey, 7,000 miles; £1,125.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 4976. [4976]

WANSTEAD MOTORS, Ltd., offer:—

1949 Humber Super Snipe, 4,000 miles, £1,450.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1374]

MANN EGERTON & Co., Ltd., offer:—

1949 Mk. II Humber Super Snipe saloon, black with brown leather upholstery, mileage 6,500, immaculate condition throughout; price £1,475.
MANN EGERTON & Co., Ltd., 10, Regent 2073. [4597]

CHARLES RICKARDS, Ltd., the house of standing and repute.
1935 Humber Snipe 24hp sports saloon, grey with red leather upholstery; 16,000 miles; faultless condition; £450.
CHARLES RICKARDS, Ltd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820. [4484]

1947 Humber Pullman, one owner, 13,000 miles; offers please.
ROUNDABOUT GARAGE, Western Ave., Greenford, W.5. Wavlo 1071-5. [4613]

CAMPBELL SYMONDS, Wembley 6262, offer the following 3 Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,500.
1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.
1947 Sedan de Ville, 6-str., leather front, cloth rear, with division, laid up since 1939, total mileage 41,000 body design similar to post-war, guaranteed practically as new throughout, ideal hire car; bargain; £795.

HUMBER '16; £195. Humber 23; £165. Suitable private hire cars.—White Lodge Garage, Sunbury 15. [1275]

GORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, green, fawn leather, 6,000 miles; below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk 7 saloon, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4582]

HUMBER Snipe, 1946, immaculate condition.—Hazelmere Motor Co. (W.A.), Ltd., Waltham Cross 2275-6-7. [3974]

1947 model Humber Hawk, mechanically and coachwork in excellent condition; offers; Box 3140. [4929]

1937 Humber 12 de luxe saloon, guaranteed; £275; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Tel. 7782. [4694]

1949 Humber Super Snipe saloon, 4,000 miles; British & Colonial Motors, Ltd. Upper St. Martin's Lane, W.C.2. Tem. 3588. [4607]

1947 Humber Pullman limousine, 18,000 miles; £1,295.—British & Colonial Motors, Ltd. Upper St. Martin's Lane, W.C.2. Tem. 3588. [4626]

LIMOUSINE, 1938, 27hp Pullman 7-seater; colour black with cloth upholstery; £695.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [3669]

3000 miles 1949 (Feb.) Humber Super Snipe saloon, green, brown leather (22,000 enquiries only please).—Ernest Sutton, Cleve Hill (Glos.) 95. [4633]

HUMBER 16, 1934-5, in good condition, 4 new tyres, wireless, £1,275. Ideal for hire work; £175; Bridge, 295, Wimbledon Park Rd., S.W.19. Put. 6076. [5152]

1948 Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Tel. 4371. [5761]

HUMBER Hawk (first registered Dec. 1948); gunmetal grey, immaculate condition; genuine mileage 7,500; £1,025.—Tice & Son, Ltd., Wimborne Rd., Bournemouth. Winton 2000. [4399]

1949 (March) Humber Super Snipe, green with grey leather, 7,000 miles; £1,475.—Park Garage (Molesley), Ltd., Kingston-on-Thames. Kingston 1185. [5088]

HUMBER Super Snipe, 27hp, new model with radio and heater, just out of cover, 12,000 miles; best offer over £1,400.—Corbett Shobdon, Leominster, Tel. Kingsland 3. [5100]

1947 (January) Humber Super Snipe saloon, metallic grey, excellent condition, fitted radio.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4473]

HUMBER Mk. I Super Snipe, finished metallic grey with grey leather upholstery, small mileage, first registered December, 1948.—Jack Olding & Co., North Adey St., W.1. Mayfair 5242. [4701]

HUMBER

1947 Humber Super Snipe saloon; steel grey; mileage 12,000; price £1,100.—North End Machinery & Motor Services, Ltd. Tel. Erith 3000. [4461]

1939 Humber Super Snipe 4-door de luxe saloon, very clean, an attractive motor car; £375.—Colioms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [2390]

1947 Humber Super Snipe saloon, taxed year, leather upholstery, radio, colour grey, all tyres as new; first £795 cash.—Simm, 19, Bennett Road, Higher Crumpeall, Manchester, 8. [5138]

HUMBER Super Snipe saloon, finished black with brown leather and cloth upholstery, small mileage, first registered November, 1947.—Jack Olding & Co., Ltd. North Audley St., W.1. Mayfair 5242. [4700]

1937 Humber 27hp saloon; one owner; chauffeur maintained; laid up war years; total mileage under 50,000; excellent condition throughout; £250.—Fletcher, The Elms, Silsden, Yorkshire. [4445]

1950 Humber Super Snipe with Tickford convertible coupe body; steel grey; mileage 1,400; list price; B.M.T.A. release granted.—North End Machinery & Motor Services, Ltd. Tel. Erith 3000. [4460]

1939 Humber Pullman Landauette, black with cloth to rear, 2 face-forward occasional seats, carefully maintained, in excellent order; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [4532]

1936 Humber Pullman landauette, black, cloth in rear compartment, resprayed and reupholstered during 1948, has only done 12,000 miles since new engine was fitted; £450.—'Victory' Garage, Ltd., Primrose Gardens, Hampstead. Tel. Primrose 2242-5. [4691]

1939 Humber 16 saloon, fitted new works engine, carburetor, battery, springs, tyres, reconditioned throughout, recollared, re-cromed, particularly attractive car; December; £465; Hackney licence and petrol allocation available, extra.—Derrington, 159, London Rd., Kingston 5621-2. [5183]

695 gns.—Humber Pullman 1938 27hp 7-passenger double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasional seats, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [4943]

LIMOUSINE 1939 Double Enclosed, forward occasional seats, black, delightful condition. £695.

LIMOUSINE, 1937, partition, 7-seater, leather throughout, privately owned, black, £535, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5042]

Humber Cars Wanted

CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963]

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 6411.)

MANCHESTER—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 3322.)

ROCHESTER—(Chatham 2231.)

WROTHAM Heath—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106]

ROWLAND SMITH'S, the Humber buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0842]

R. C. WIMBUSH, Ltd.

WISH to purchase for cash good Humber Hawks.—312, Earls Court Rd., S.W.5. Fremantle 8401-2. [2334]

HAWK 1949 model.—Angior, 140, Golders Green Rd., London, N.W.11. [524]

BRITISH & COLONIAL MOTORS require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [4624]

7-SEATERS Limousines, low mileage 1947/1948 also 1935/24hp, also 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court Grosvenor Square, Mayfair-2941. [2852]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184 Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [10066]

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553]

Humber Spares and Service

CATERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363]

CROYDON'S Humber spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518]

HUMBER, Hillman, all spares 1939-48, and W.D. models; W.D. Humber for sale, £10 tax.—R. J. Grimer, Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. [4130]

HUMPHREY

RARE bargain, Humphrey 33hp, 1935-6, excellent condition; £200 or exchange small car.—7, Radcliffe Road, Croydon. Cro. 1503. [3117]

INVITAE

100 mph 4½-litre open tourer, lovely condition for enthusiast, any trial, London; £270; quick sale as owner purchased Rover.—Day, Holborn 8632 evenings Add. 5749. [4510]

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0007]

BROWNS for Jaguars.

1939 Jaguar 1½-litre, exceptional condition; £385.

1946 (October) Jaguar 3½-litre saloon de luxe 20,000 miles, immaculate; £780.—Brown's Garage, Loughton (Essex) 4113 (Tube). [4644]

TOM GARNER, Ltd., offer:—

1948 Jaguar 1½-litre S.E. saloon, black with brown leather, 1,700 miles only.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4538]

HAROLD RADFORD & Co., Ltd.

1939 Jan. 3½-litre Jaguar 100 sports two-seater, finished in Golden Gleam with red leather upholstery, disc wheels, mileage 18,000, one owner only; in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4685]

PHILIP RICKARDS, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment, green, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3. [4837]

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, black, fitted radio and discs, completely immaculate; £1,175.
1946 Jaguar 1½-litre saloon, heater, discs, 14,000 miles; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [4675]

KEVILL-DAVIES & MARCH, Ltd., offer:—

JAGUAR 100 3½-litre special sports 2-str., completely rebuilt at a cost of over £750; re-registered 1949; £10 tax.

41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [5097]

JAGUAR 100 3½-litre special competition car, maker's overhaul, for sale.—Box 2971.

1937 Jaguar 2½-litre, paintwork in excellent condition, mechanically sound; £325.

JAMES SIMPSON (SALES), 244, Brompton Road, S.W.3. Ken. 3315. [5251]

DEPARTS of Kingston Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348.

JAGUAR 1½-litre saloon, 1937, in splendid condition.—Lewis Bros. (Dover), Ltd., Cherry Tree 4165 Dover. [4165]

1937 Jaguar 2½-litre silver grey sport saloon; o.p. terms arranged.—K. Henry Ltd., 65-66, Great Portland St., W.1. Langham 3635 and 3168.

2-litre Jaguar sports saloon; exceptionally smart in metallic grey with red; 1938 model; beautifully maintained; £395.

WADCOLE MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [4425]

1948 3½-litre Jaguar drophead foursome, black with brown upholstery, 10,000 miles, immaculate condition throughout; £1,200.

SAUL & SLATTER, Ltd., Main Dealers, 44/46, Aldersman Hill, N.13. Pal. Grn. 1205/7173. [4715]

1948 3½-litre grey Jaguar saloon; 15,000 miles; excellent condition.—Hellermann, Tinsley Lane, Crawley, Sussex. [4415]

1946 Jaguar 1½-litre saloon, black, condition as new, mileage 16,000; private owner; £600.—Fraser, 76, Baker St., Weybridge, Surrey. [5125]

1939 Jaguar 2½-litre, black with green upholstery, P100 headlights, chauffeur kept, absolutely unmarked, must be seen to be appreciated; £575.

JAMES SIMPSON (SALES), 244, Brompton Road, S.W.3. Ken. 3315. [5249]

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, black, fawn cloth, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4561]

1948 (model) Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained; £1,050.—Hobbs, East Putney. Tel. 4561. [5069]

1½-litre saloon, 1939 series, green, green hide, low mileage, really exceptional condition; £675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [4848]

1946 Jaguar 1½-litre saloon, finished in black leather with grey upholstery, fitted radio, heater and other extras, first registered 23/1/46; first £750 secured.

THORNBURN & BROWNLEE, Galashiels, Scotland. Tel. Galashiels 2363. [4697]

JAGUAR

1937 S.S. 100 special, Continental open body, absolutely magnificent condition throughout; 4393, 3 months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hoxsey, Mountview 5228 and 5774. [5028]

445 gns.-Jaguar 1939 model 3½-litre four-door drop head coupe, black, red leather, new hood, carefully used, excellent condition; terms, exchange.-Rowland Smith, below.

395 gns.-Jaguar 1939 model 3½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition; terms, exchange; list, open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube). [4944]

£325 engine overhauled, grey, condition immaculate, to view.-Lockwood, Halfway, Walton 2824. After 7 p.m. Walton 5007. [5081]

1948 Jaguar 1½-litre special equipment saloon, grey, one owner, immaculate condition.-6,000 miles; £1,250.-University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4971]

1948 Jaguar 3½-litre drop-head coupe, lavender grey, one owner, immaculate condition.-Full particulars from The Victoria Garage (Swindon), Swindon, Wilts. Tel. 2205. [5150]

S.S. Jaguar 3½-litre, 16,000 miles, genuine, one owner, absolutely spotless and immaculate inside and out, fitted radio, heater, 3 disc, etc., first registered December 16, 1946; £825 or near.

GREENHILL MOTORS, Ltd., 18-19, Greenhill Parade, St. North Rd., New Barnet, Bar. 5772. [5202]

1½-litre 3.8 sports saloon, 1938 model, green and black, stored for 4 years, good tyres and a real delight to drive, appearance immaculate; a very fine motor at the moderate price of £335.

DODGAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4968]

1939 1½-litre Jaguar saloon, black, brown leather, excellent condition throughout; £450.-Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.8. Advance 1517. [4986]

1939 model Jaguar 1½-litre saloon, metallic grey, red leather, 19,000 miles since overhaul, good tyres, new battery, spotless condition; £495.-Maycroft Motors, 24, Lynton Rd., Hoxsey, N.8. Mountview 5871. [4996]

1937 (August) Jaguar 12hp, superb condition throughout, £70 recently spent on overhaul; fitted radio, 3 disc, or triumph saloon: full book coupons; taxed.-Walford, 97, Ditchling Rd., Brighton, Tel. 28457. [4693]

1948 Jaguar 3½-litre grey saloon, owner driven, low mileage, excellent condition, oil changed every thousand miles, disc wheels, H.M.V. radio, an m.l. licensed Dec. '50, with petrol; £1,100.-Bellerby, Tel. Malton 61. [5099]

JACK ROSE, Ltd., offer: 1939 2½-litre Jaguar sports saloon, clear, inside and out practically new, tyres, open to any examination, R.A.C. willingly; £465.-Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 5677-8. [4956]

1946 (Aug.) Jaguar 1½-litre saloon, fitted with radio, finished in black with brown hide upholstery, entire vehicle thoroughly sound in all respects; £800.-Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [3792]

Jaguar Cars Wanted

THE CAR MART, Ltd., wish to purchase Jaguar cars.-320, Euston Rd., N.W.1. Euston 1212. [1064]

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 335, Euston Rd., N.W.1. (Euston 4444).

West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

ANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents [10028]

ROWLAND SMITH'S, the Jaguar buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. [10943]

JAGUAR cars wanted.

SAUL & SLATTER Ltd., 44/46, Aldermans Hill, N.13. MAIN dealers, urgently require modern Jaguar cars.-Tel. Pal. Grn. 1205/7173. [4716]

COOMBS & SONS (GUILDFORD), Ltd., URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.-Portsmouth Rd., Guildford, Tel. 62977. [6139]

MARSTON MOTOR Co., Ltd., for your Jaguar.-Sta. 8000, Seven Sisters Rd., Tottenham N.15. CASH immediately for good Jaguar.-H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4746]

LIGHT CAR Co., of Derby, require: 1947-8 Jaguar 1½ saloon.-The Motor Showrooms, Derby. Tel. 3558. [5293]

POST-WAR Jaguar required, cash payment.-Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4182. [10656]

URGENTLY wanted for client, low mileage Jaguar 1½-litre saloon.-S. Morris & Co., 29-31, Edgware Rd., London W.2. Tel. Pad. 3075-6. [71945]

JAGUAR cars wanted, Mark V 2½-litre condition throughout must be perfect for advertiser; saloon use; cash payment.-Box 5105. [4498]

URGENTLY wanted good condition Jaguar cars.-Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440]

Jaguar Cars Wanted URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.-Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4642]

URGENTLY required, all models Jaguar cars in really good condition.-Beadmore Motors, Ltd., 26, Queensway, Hyde Park, London, W.2. Baywater 0136-7-8. [10338]

Jaguar Spares and Service

HENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station, GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models. AND at Manchester, Cheetham Hill Rd. Deansgate 6216/7. [10563]

QUICK completion of repairs. R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. 321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [10404]

WEMBLEY COURT MOTORS SERVICE STATION.-Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.-Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [4105]

JEEP

JEEPS. 24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.-Orders and enquiries invited by our export sales division. MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214]

WALTER SCOTT, Ltd.-Jeep (Willis), registered 1946, low mileage; £195.-39, Collier Crescent, Swiss Cottage, N.W.3. Primrose 5914. [4806]

1945 amphibious Jeeps.-Davies & Groves, 1-5, Dorset Close, N.W.1. Paid. 8545. (Established over 100 years.) [2901]

JEEPS reconditioned throughout, 20-25 mpg, guaranteed 6 months, luxurious utilities, all original spares stocked.-Metamet, 100, Belaise Lane, London, N.W.3. Hampstead 8231-2. [0527]

JEEPS.-Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.-Tel. Winchester 4834. [4547]

195 gns.-Jeep (Willis), reg. 1947, hood and spare wheel, very good condition; choice of 4 Jeeps, genuine Jeep trailers available; terms, exchange; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4945]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.-Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.-331-335, High Rd., Chiswick, London W.4. Chiswick 1919. [10035]

Jeeps Wanted ROWLAND SMITH'S, the Jeep buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. [10944]

Jeep Spares and Service AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.-Tel. Winchester 4834. [4548]

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares by return; commercial petrol conversions; Amphibious Jeeps; we give service.-Wick Autos, the Jeep People 15, St. John's Rd., Hampton Wick, Kingston-on-Thames (Tel. 4718.) [10366]

JOWETT

H BENTLEY & PARTNERS, JAVELIN and Jupiter main agents.

7650 miles only.-1948 (Nov.) saloon, in black with leather interior, as new; £895. THIS car has been passed by our service department and is guaranteed by us for 6 months.-Sackville House, 40, Piccadilly, W.1. Sloane 3094. [13367]

OVERSEAS CARS, Ltd., 1949 Jowett Javelin, suede green, 7,900, fitted heater; £975. For other Overseas Cars Bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4995]

BRADFORD coachbuilt utility, taxed year; £445.-The Royal Forest Garage, Jowett Pioneers, Chingford, E.4. Silverthorn 2200. [4205]

GORDON CARS (LONDON), Ltd.-1949 Jowett Javelin 1½ saloon, green, 7,000 miles, new condition.-Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [4563]

TRINITY CARS, Ltd., main agents for Jowett Javelin and Bradford; spares, expert service and sales.-94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [4525]

COOPER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.-Eden Park Garage, 485, Upper Elmers End Rd. Beckenham, Kent. Tel. Beckenham 2565. [10302]

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.-Hampstead High St. (Hampstead Tube). Ham 6041 [10945]

LONDON CARS require Javelin (non-covenant). LONDON CARS, 52/52½, Greenford Rd., Greenford, Middx. Waxlow 2643. [5214]

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.-Canterbury Rd. Kilburn N.W.6. Vale 6044 (10 lines) [13130]

Spares and Service

NEWNHAMS, Ltd., JAVELIN and Bradford main agents spares and service specialists.-Newnhams House 235-9, Hammer-smith Rd., W.6. Riv. 4646. [10415]

JOWETT-BRADFORD.-For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1906. MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.-Tel. Erith 2459. 2629, 306, Erith Rd., Bexleyheath. [0571]

CROYDON.-Godfreys Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd. Croydon, Cro. 5641. [19447]

FOR full Jowett service and comprehensive range of spares.-Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Weibek 7988.) [19447]

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.-G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [16619]

A. V. MOTORS, Ltd. Park Rd. Teddington, Middlesex. Tel. Kingston 0710 The Jowett specialists and main agents; over 22 years' Jowett experience, spares and service. [10759]

KAISER FRAZER

PHILIP RICKARDS, Ltd., offer:- 1949 model Kaiser 4-door sedan, black with fawn cloth upholstery, fitted heater, radio, spot lamps, mileage 622 only since new.-4, Brick St., Park Lane, London, W.1. Oro. 4772-3. [4835]

LAGONDA

BROOKLANDS OF BOND STREET, Ltd., LONDON Distributors for LAGONDA.

OFFER:- 1940 series 12-cylinder short chassis special 4-carburettor engine drop head 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda & Co. Ltd. and will be available in two months' time and will be as new.

1939 12-cylinder drop head 4-seater coupe, completely overhauled by makers; has covered 500 miles only since.

1939 6-cylinder 4½-litre short chassis sports saloon; this car has covered 10,000 miles only since a complete overhaul; exceptional condition.

BROOKLANDS OF BOND STREET, Ltd., 103, New Bond St., W.1. Tel. Mayfair 8351-6. [5271]

DICKS CAR SALES offer:- Lagonda 10hp sports tourer, maintained regardless of cost; £325.

DICKS CAR SALES, Ltd. 599-601, High Rd., Epsom, Surrey. Maida Vale 8889-9. [4243]

HAROLD RADFORD & Co., Ltd., OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington London, S.W.7. Kensington 6642 (5 lines). [0264]

LAGONDA 4½-litre 1935 series pillarless saloon, good tyres, engine overhauled; exceptional condition; taxed; £375.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey, Tel. Ripley 3122-3. [4429]

CLASS 3 MOTOR MART, 1936 Lagonda 4½-litre drop head four-seater coupe, superb condition, written guarantee.-5, Warren St., W.1. Euston 5523 [3200]

LAGONDA 1935 3½-litre sports saloon, Girling brakes, sun roof, hydraulic jacks, ride controls; £250 or near offer.-28, Grove Hill Rd., Tunbridge Wells 1250. [15151]

1939 registered late 1938 Lagonda V12 12-cylinder drop head coupe, green, first-class condition; first offer over £850.-Corbett & Taylor, 22, Conduit Mews, W.2 Amb. 6049. [4650]

LAGONDA 2-litre sports tourer, 12.9hp; in good condition; respayed, new hood, tonneau cover, side screens, New last; decarbonised, valves reground Jan. 1950; reasonable offers wanted.-Reply to Box 3060. [4449]

595 gns.-Lagonda Dec. 1937, 4½-litre saloon de ville, black, winding division, front leather, rear cloth, wheel discs, one careful owner, exceptional condition; terms, exchange.-Rowland Smith, below.

495 gns.-Lagonda 1936 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchange.-Rowland Smith, below.

245 gns.-Lagonda 1934 4½-litre 4-door pillarless 2-seater, black, sliding head, fawn leather, carefully used, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4946]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer, among many interesting Lagondas, a magnificent L.G.6 tourer, now running in after overhaul; also an L.G.6 or (private) Walton 1562. [02287]

LAGONDA 4½-litre 1935 coupe, blue coachwork, maroon upholstery in excellent condition and mechanically perfect, over £500 spent in 1946, mileage 58,000, full petrol from December, reluctantly for sale at £550.-Write or telephone, Woodridge, Haywards Heath Sussex. Haywards Heath 307. [5240]

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.-77a, Penbridge Villas, W.11. [10769]

ROWLAND SMITH'S, the Lagonda buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. [10946]

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock. LAGONDA & Co., Ltd., Service Department Victoria Rd., Feltham Middlesex. Tel. Feltham 2291. [10060]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.-273, London Rd., Staines, Tel. 3457-8 or (private) 1562. [10217]

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217]

LAMMAS GRAHAM

CLAND & TABOR, Ltd., offer:
1938 Lammas Graham drop head coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham cars; works maintained throughout, 5-90mph in top gear with exceptional economy; £350.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4593]

LANCHESTER

CAR MART, Ltd.
1937 Lanchester 11 saloon, 35,000 miles; £475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4778]

DICKS CAR SALES offer:

1938 Lanchester 14hp saloon, just completely overhauled, really sound; £395.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4238]

GUY SALMON AUTOMOBILES offer:

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. [1819]

STRATSTONE, Ltd., the Lanchester specialists.

LANCHESTER 10hp saloon (1947), black with brown leather, well maintained, large car comfort with economical petrol consumption; £850.
LANCHESTER 14hp saloon de luxe (1939), black with brown leather, carefully maintained in attractive condition; £525.

STRATSTONE, 50, Berkeley St., W.1. (Mayfair 4404). Service; 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [4531]

LANCHESTER 1937 Roadster, excellent condition throughout; £335.—Families Service Garage, London Rd., Guildford 5326. [11877]

LANCHESTER 10 (first registered December 1, 1946), L colour grey, in excellent condition, under 14,000 miles; £800.—6, St. Johns Rd., Hythe, Kent. [5141]

295 gns.—Lanchester 11 1937 de luxe 4-door saloon, black, sliding head, brown leather, preserver, very good condition; terms, exchanges.—Rowland Smith below.

265 gns.—Lanchester 18 June, 1937, de luxe 4-door saloon, black, sliding head, brown leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4947]

1939 Lanchester 14, late property Harley Street specialist, in really immaculate condition; £485.

JAMES SIMPSON (SALES), 244, Brompton Road, S.W.3, Ken. 3315. [5250]

1938 Lanchester Roadster saloon, 14hp; excellent mechanical condition; £365, or 30 monthly instalments of £15 10/7.—Cooden Eng. Co., Beshill, Tel. Cooden 600. [4467]

LANCHESTER 18, exceptional condition, previous owner Lord —, black, sunshine roof; £150, or exchange for smaller car—17, Petersham Mews, S.W.7, Western 4078. [4931]

LANCHESTER 18, first registered 1949, £10 tax, 1939 model, overhauled throughout, body semi razor edge sports saloon by Mulliner, 25,000 miles, taxed, under basic; £500.—Letchford, Resthaven, Bodmin, Cornwall. [5225]

£195—Lanchester 12 sports saloon, 1936, a nice example of high class coachbuilt craftsmanship at its best, soundly built coachwork that has had every care in use, performance is well up to Lanchester standard, sustained oil pressure, very good tyres, in short, trouble free motoring at low cost that should appeal to the prospective buyer seeking good value for money, write or call.
CAMDEN MOTORS, Ltd., Leighton Buzzard, Beds. Tel. 2381 and 3115. [5002]

Lancaster Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Lanchester cars—150, Park Lane, W.1. Grosvenor 3434. [0985]

LONDON CARS require several good used pre-war Lanchester, 10/14hp. [0947]

LONDON CARS, 592/596, Greenford Rd., Greenford, Middx. Waxlow 2643. [3182]

ROWLAND SMITH'S, the Lanchester buyers—Hamstead High St. (Hampstead Tube). Ham 6041. [0947]

BRITISH & COLONIAL MOTORS require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [4623]

Lanchester Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Pres-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0237]

LANCIA

1939 Lancia Aprilia—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 468. [3434]

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; full details on request.—173, Westbourne Grove, W.11, Bays. 4274. [4563]

LANCIA Aprilia saloon, November, 1937, completely reconditioned, recollared etc. as new, new tyres, many extras, outstanding example, low mileage, full basic; £430.—31, Radstock Ave., Kenton, Middx. [4505]

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20, Tel. Hillside 2393. [0343]

CASH immediately for good Lancia.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [4761]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancia.—173, Westbourne Grove, W.11, Bays. 4274. [4566]

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia.—41-42 Hays Mews, Berkeley Sq., W.1, Gros. 5265. [0576]

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. [0077]

Lancia Spares and Service
LANCIA (ENGLAND), Ltd., Ealing Rd., Alporton Wembley (Perivale 5656)—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

CAR MART, Ltd.

1937 La Salle saloon, radio, 39,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4779]

LEA-FRANCIS

PHILIP RICKARDS, Ltd., offer:
1949 Lea-Francis 2-seater, maroon, 7,000 miles, B.M.T.A. consent.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3. [4836]

CHARLES FOLLETT, Ltd., sole distributors, London
1949 Lea-Francis utility, 10,000 miles, one owner; heater, carefully maintained, a very smart and useful vehicle; £950.

1948 Lea-Francis 2-door Westland coupe, black, maroon leather, radio, 9,500 miles, a most attractive car; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station: 12, Wellesley Ave., W.6. Riv. 1413. [4879]

GORDON CARS (LONDON), Ltd.—1948 Lea-Francis 15,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4579]

7000 miles, 1948 (April) Lea-Francis sports roadster, maroon, B.M.T.A. consent (trade enquiries only please).—Ernest Sutton, Cleve Hill (Glos.) 85. [4630]

LEA-FRANCIS saloon, black, beige leather upholstery, first registered August, 1946, excellent condition, one driver only, seen by appointment.—Gordon Russell, Ltd., Furniture Manufacturers, Broadway, Worcester-shire. [5156]

Lea-Francis Cars Wanted
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners, who wish to sell their cars.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [1893]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry, Tel. 60294-5-6.

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18 Berkeley St., W.1. May. 6266.

SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413 [8370]

LINCOLN-ZEPHYR
JOE THOMPSON (MOTORS), Ltd., offers:

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1362]

£435—1949 model Lloyd sports 4-str., 4,000 miles, 5 speed, fast, metallic grey, 1 careful owner, as new, offered well under list; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061. [4866]

395 gns.—Lloyd Sept., 1948, 650 sports Roadster, silver grey, red upholstery, latest type aluminium cylinder black, independent suspension, steering column gearchange, one careful owner, 9,500 miles, exceptional condition; £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4948]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:

1938 Type 540 K cabriolet A 2/3-seater, in cream with beige leather upholstery; offers.—Victoria 8715. [3530]

FOR sale, 1938 Mercedes-Benz 39hp saloon, black and chromium, with overdrive and supercharger.—The Earl of Northampton, Somerley, Ringwood, Hants. [5243]

1938 model Mercedes-Benz roadster; in exceptional condition; two-tone red; model 170V, 14hp, 27 m.p.g.; subject to A.A. test; £495; exchange considered.—Kington Garage, Springhead, Anlaby, Nr. Hull. [5540]

170 V 14hp Mercedes-Benz 2-door drophead four-seater, new hood, new battery, black with red leather upholstery; moderate mileage in outstanding condition; £495.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [4654]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105]

BROWNS for M.G.

1939 M.G. T.B. sports 2-seater, excellent condition; £395.—Brown's Garage, Loughton (Essex) 4119 Tube. [3753]

DICKS CAR SALES offer:
1938 M.G. 10hp sports 2-seater, specimen car; £395.—Below.

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4241]

LAYTONS OF OXFORD offer:
£425—M.G. 1939 T.A. 10hp 2-seater sports, finished in green with red leather upholstery, 4 new tyres, engine in first-class condition.

LAYTONS, New Rd., Oxford. Tel. 3381. [4466]

M.G.

WOODBAIN CARS offer:
£220—M.G. 8hp P-type open sports 4-seater, in two shades of green, magnificent condition throughout.

£178—M.G. 8hp J2 open sports 2-seater, black and silver, excellent condition, screens, tyres, battery, etc., very smart and economical.

£135—M.G. 12hp foursome drop head coupe, pale blue, good tyres, bargain.

MANY other M.G.'s in stock.—Woodbain Cars, M.O. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [4738]

CHARLES FOLLETT, Ltd., offer:

1947 M.G. T.C., black, fawn leather, Marshall 1947 supercharger, Scintilla magneto, oversize tyres on rear wheels; value of £575.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [4881]

1937 M.G. 2-seater sports T.A. model, in splendid condition; £225.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [3750]

M.G. P.A. tourer, tonneau cover, excellent, clean condition; £225.—Battersea 5137. [4443]

RONALD KENT (COACHBUILDERS), Ltd., Col. Wharf Rd., W.12, Shepherd's Bush 2231.

1949 no covenant, 10,000 miles, fitted many extras, probably the smartest midget in the country, in perfect condition throughout; £675.

R. Wharf Rd., W.12. Tel. Shepherd's Bush 2231. [3033]

1939 M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.

JOHN CAPPELL MOTORS, 415, Holloway Rd., N.1. North 4441. [6694]

T.C. model M.G., black with beige upholstery, first registered 30.9.46, mileage 30,251; price £625.

VINCENTS OF READING, Ltd., Station Square, Reading, Tel. Reading 4294. [4456]

1937 T.A. 2-seater, good tyres, new hood, taxed, bargain; 275gns.—Weybridge 3682. [5237]

£165—M.G. 1934 8hp sports 4-seater, good condition; bargain.—Richmond 5861. [5231]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3548.

1935 M.G. K.N. 12hp saloon, outstanding appearance and mechanical condition.—Batham 6405. [4456]

JULY, 1947, M.G. T.C. tourer, 21,000 miles; excellent condition throughout; 4 new tyres, radio; £500.—Please write Box 3172. [5173]

6000 miles.—1947 M.G. 2-str., one owner.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4627]

1949 M.G. T.C. 2-seater, cream, 2,900 miles only; £695.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4975]

1946 (Oct.) T.C. M.G. 2-str., black, genuine mileage 7,000; one owner; £550.—Fraser, 78, Baker St., Weybridge, Surrey. [5124]

1946 M.G. T.C. 2-seater, black, green, 19,000 miles; £575.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4972]

1946 M.G. T.C., 25,000 miles, black, excellent condition; £450.—Chapman, Tudor House, Allerton Park, Leeds, 7, Tel. 43054. [5143]

1938 M.G. T.C., reconditioned engine, 100% car, £325.—Cottanham Park Garage, Ltd., 112, Coombe Lane, Wimbledon, S.W.20. Wim. 3078. [5077]

1937 M.G. T.A., reconditioned engine since installed, oversize rear wheels, Armstrong shock absorbers, radio, twin spares; £275.—Box 3172. [5230]

1946 M.G. Midget T.C., excellent condition, serviced by agent, 1 owner, 17,000 miles; £480.—Stainton, Glengorse, Battle, Sussex. Tel. Battle 20. [5232]

WALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition; £245.—18, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6274]

1946 M.G. T.C., 14,000 miles, black and red, excellent condition, taxed; £480.—Crisp, 78, Deacon Avenue, Kempston, Beds. Tel. Kempston 3250. [5157]

GORDON CARS (LONDON), Ltd.—1937 M.G. 2-seater, black green leather, mechanically exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4585]

1949 M.G. series T.C., absolutely as new, 6,000 miles only, full petrol coupons; £750.—Apply extra carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

1939 1½-litre M.G. saloon, V.A. model, black, sun roof, light brown leather upholstery, tip-top condition, a real thoroughbred; 440gns cash; terms, exchanges; £385.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

1939 Magdalen Motors offer another 10hp M.G. 2-seater, slate grey, unscratched, upholstery slate grey, a smart attractive car with an excellent performance; £385.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth, S.W. Batt. 5573. [4570]

495 gns.—M.G. Midget 1946 11hp T.C. 2-seater, black, fawn leather, good tyres, numerous extras, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 P.B. 2-seater, with 8hp P.A. engine, duo red, red leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget 1934 model 8hp J2 2-seater, duo red, twin Windstone horns and numerous extras, good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. Midget (Dec., 1932) 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

396 gns.—M.G. 1938 2-litre 4-door sports saloon, black aluminium wheels, sliding head, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4962]

HILLWOOD MOTORS.—1947 M.G. T.C. model, the world's most famous sports car, low mileage, perfect condition throughout; £335.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. (5186)

MAYFAIR GARAGES, Ltd.—1939 T.A. sports 2-seater, black leather, all-weather equipment, nominal mileage, carefully used, exceptional condition throughout; £375.

MAYFAIR GARAGES, Ltd.—Balderton Street, Mayfair, W.1. Mayfair 3104-5. (5269)

£215.—M.G. 8hp J type 1934 2-seater with five new tyres, cycle type wings, new hood, specially tuned fast little car that must appeal to those seeking rapid acceleration, coupled with truly economical running costs. See below.

£425.—M.G. 10hp model T.A. 1939, Tickford body, a scarce model, carefully used by lady owner, very nicely finished in blue, with upholstery to match, all Dunlop tyres, twin windstone horns, etc. The chassis is clean and free from blemishes, coupled with a brand new hood, gives a very attractive outfit, a very lively engine and a highly satisfying and efficient performance, call or write.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. (5003)

M.G. June '39, 1½-litre VA type tourer, £252; red with black hood, clean, attractive bodywork, M.G. replacement engine 2,500 miles very carefully run in, thoroughly sound and reliable as result of owner's interest, new hood, battery, dynamo, wheels.—Challen Sharp, 33, Ilford Rd., Oxford. (4514)

£595.—M.G. 2½-litre Salmons Tickford drop head coupe, 1939, scarce and very desirable car with original finish, coachwork a typical example of British craftsmanship, mechanically in superb condition, with terrific verve and acceleration resulting in high average speeds; we welcome any expert examination by A.A. or R.A.C. (5004)

CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. Write for our 18-page stock list of over 250 cars, hire purchase, part exchanges; cars delivered free to any part of the United Kingdom.

M.G. Cars Wanted

THE CAR MART, Ltd. wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (0966)

ROWLAND SMITH'S, the M.G. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948)

SLOCUMBER.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2058.

MAGDALEN MOTORS are buyers of M.G. TA TB cars which are in super condition.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth, S.W.15. Tel. 5573. (4571)

URGENTLY required, good pre-war M.G. Hatfield. 154, Gt. Titchfield St., W.1. Park Lane 0012. (4735)

URGENTLY wanted for client, low mileage M.G. 1½-litre.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. (1947)

URGENTLY required, low mileage 1947-9 M.G. 1½-litre.—Gibsons Sports Cars (Christchurch, Ltd.), Lyndhurst Rd., Christchurch, Hants. Tel. 512. (4640)

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite St. Seifrids), W.1. Mayfair 3104. Particularly want J's, P's and T's for cash. 'Phone or write for buyer to call. (7447)

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. (0500)

FOR M.G. mudguards, running boards, 1933/46.—F. Brooks, 85, Queens Rd., Brighton. (0895)

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading, Te. 4436. (0208)

M.G. spares, prompt and courteous service. see under P. & A. column.—Derrington, 159, London Rd. Kingston 5621-2. (5142)

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3588. (0349)

MORGAN

1939 Morgan 4/4; one owner only; L/U during war; low mileage; very carefully used; £357.—Box No. 2868. (5367)

1939 Morgan 4/4 2-seater, complete overhaul by makers 3,000 miles back, excellent condition throughout; £350.—Atwood House, Deganwy, N. Wales. (5115)

£335.—Morgan 4/4 drop head coupe, 1939, attractively finished in blue, bodywork perfect, Coventry Climax engine, in 100% condition, a car for the enthusiast who wants a performance car which is a safe and economical runner. (5115)

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Midway 3779. (7402)

BEVERLY MOTORS will shortly have completed a special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverly Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. (5325)

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0949)

RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

Morgan Spares and Service
MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Lougham 7733. (0514)

MORGANS. All available spares in stock.—H. Douglas, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. (10728)

MORRIS MINOR

1949 Morris Minor saloon, 2,000 miles.—British & Colonial Motors, Ltd., 161, Gt. Portland St., Ealing, W.5. W.C.2. Tem. 3588. (4619)

HATTON MOTORS, Ltd., Birmingham.—March, 1949, Morris Minor saloon, black, beige leather, direct to us from first and only owner, as new throughout; £695, any car taken in part exchange, immediate delivery on hire purchase terms if required.—Hatton Motors, Ltd., 71, Broad Street, Birmingham. Telephone Midlands 2447. (4664)

MORRIS EIGHT

CAR MART, Ltd.
1948 Morris 8 4-door saloon, 700 miles; £645.
1947 Morris 8 4-door saloon, 9,000 miles; £565. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4780)

J. CORYTON, Ltd.
£535.—1947 (August) 8hp Morris 2-door sun roof saloon, black/brown interior, 16,000 recorded mileage, one previous private owner, several extras fitted, exceptionally good condition and mechanically guaranteed.

139/140. Fulham Rd., South Kensington. Ken. 3877

PALMER'S MOTORS offer:
1939 Morris 8 saloon, excellent condition, £325; exchange against delivery of Morris—33, York St., Twickenham. Popesgrove 1890/7087. (4916)

ALLAN TAYLOR MOTORS, Ltd., offer:
1938 Morris 8, excellent condition £275.

HIGH ST. Wandsworth, S.W.18. Tel. Vandyke 6431. (5181)

MEBES & MEBES, Ltd. (Est. 1893), offer:
1939 (July) Morris 8hp touring 4-seater, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, above average for year; £365.—The Broadway, Mill Hill, N.W.7. Tel. 4040. (4712)

1938 Morris 8 2-seater, new upholstery covers, fine order; £240.—Below.

1937 Morris 8 saloon, beautiful condition; £277.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (4999)

1938 Morris 8 2-door saloon, new engine, tyres, any trial, London.—Offers to Box 3109. (4509)

£195.—1937 Morris 8 4-dr. saloon.—Traynor Motors, Ltd., of East Ham Grangewood 2533. (4696)

1938 Morris 8hp 2-door saloon, blue, new loose covers fitted, 4 new tyres, reconditioned engine fitted; £225.—180-184, West End Lane, N.W.6. (5205)

WALTON-ON-THAMES MOTOR Co Ltd Walton 200. (4709)

1938 Morris 8 4-seater tourer, excellent, guaranteed; £240; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1213. (5052)

1948 Morris 8 saloon, 4-door, sliding head, 5,000 miles, as new; £585.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. (3686)

1938 Morris 8 saloon (choice of 3); from £235.—Peter Banck Car Sales, 104, High Rd., Chiswick W.4. Chiswick 2725/5670. (4914)

£210.—1937 Morris 8 saloon, black, red interior, excellent runner, good tyres, whole vehicle in exceptionally clean condition, bargain.

B. RAMSAY, 180-184, West End Lane, N.W.6. Hampstead 6490. (5205)

425 gns.—Morris 8 May, 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, 6041. (0978)

195 gns.—Morris 8 1937 saloon, black, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (0978)

235 gns.—1939 Morris 8 de luxe saloon, excellent condition, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. (4922)

1948 Oct. 1 Morris 8 4-door saloon, only 460 miles, owing to illness of owner; seen evenings, North London; £600.—Cloutman, Eastcote, St. Pauls Rd., Dorking. (5121)

1948 (November) Morris 8 4-door saloon, in grey, absolutely unmarked inside and out, speedometer reading 3,600; £595.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (2995)

1939 Morris 8 4-seater tourer, engine just under-going first rebores, whole car immaculate; £335; 3 months' written guarantee.—Tandred & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051. (5198)

1948 Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—Wembley Court Motors, High Rd., Wembley, Tel. Arnold 5221. (4846)

8hp saloon, 1948, 541 miles only, black with brown upholstery, faultless and unblemished, guarantee; 599 gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (4849)

£198 cash or £63 deposit.—1937 Morris 8 2-door saloon, a well maintained vehicle in good all round condition; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden Gladstone 9605-6. (4896)

1948 Morris 8hp saloon, 9,430 miles guaranteed, one private owner, specimen car in virtually ex-works condition; interior and coachwork positively immaculate, exceptional value; £285 gns; terms, exchanges.—Horne & Overmans Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. (4775)

Morris Eight Cars Wanted

THE CAR MART, Ltd. wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. (0967)

Morris Eight Cars Wanted
WANTED. pre-war Morris 8 saloon.—Smith, 26, Chester Mews, 8 W.1. Hen. 3529. (9675)

MORRIS 8 saloon post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey, Wallington 6397. (4186)

ROWLAND SMITH'S the Morris 8 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0978)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

CAR MART, Ltd.
1947 Morris 10 saloon, 18,000 miles; £635.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4781)

H. A. SAUNDERS, Ltd., offer:
1948 Morris 10hp saloon, 10,000 miles; £695.
1947 Morris 10hp saloon, 14,000 miles; £655.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0824.

1947 Morris 10hp de luxe saloon, 9,145 miles; £670.
1948 Morris 10hp de luxe saloon, 10,500 miles; £735.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. G Euston 4466. (4727)

1946 (late) Morris 10, condition immaculate, very sound mechanically.
JAMES SIMPSON (SALES), 244, Brompton Road, S.W.3. Ken. 3315. (5253)

1947 Morris 10, 12,000 miles in superb condition, many extras; £625.
MAGDALEN SERVICE GARAGES, Ltd., Magdalen Rd., Oxford. Tel. 47307. (4513)

1948 Morris 10 saloon de luxe, grey, brown leather; £665.

KENTISH & THOMSON, Ltd., 564/566 Wickham Rd., Shirley, Croydon. Springpark 3477-8. (4720)

155 gns.—1936 Series II Morris 10 saloon, sound condition.—Autosimp, 5, Balham High Rd., Balham 1509. (4374)

£195.—1936 Morris 10 Series II de luxe saloon, black, recent reconditioned engine, good tyres, blue/black.

B. RAMSAY, 180-184, West End Lane, N.W.6. Hampstead 6490. (5206)

1936 Morris 10hp de luxe saloon, red/black, good appearance, good engine, good tyres, a genuine car; £195.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth, S.W.15. Tel. 5573. (4572)

1948 (July) Morris 10, low mileage, perfect, taxed; £665.—Bruce France, 8A, Cromwell Mews, South Kensington, Fla. 0915. (5653)

1946 Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, 10, Winchester, Tel. Winchester 4834. (4545)

10hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (4850)

1948 Morris 10hp saloon, black, 17,000 miles. A.A. inspection invited, one owner, fully guaranteed; £690.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. (5264)

1939 Morris 10 de luxe, black; one owner; original log book; recently re-engineered, tyres nearly new; perfect running order; £365.—Forster, Shere, High Beech Lane, Havrads Heath. Tel. Lindfield 65. (4403)

Morris Ten Cars Wanted

THE CAR MART, Ltd. wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. (0966)

ROWLAND SMITH'S the Morris 10 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0978)

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0857)

1939-48 Morris 10 saloon urgent y required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. (4646)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

MORRIS TWELVE

1937 12hp Morris, licensed and insured; £195.—S.W.13 Pro. 5161. (5104)

£395.—1939 Morris 12 de luxe saloon, bodywork very clean, interior excellent, good performance; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

L. AMES OF WOOD GREEN, Caxton Rd., N.22. Boves Park 4144, 4297. (4846)

125 gns.—Morris 12 1936 series II de luxe 4-door saloon, black, sliding head, maroon leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (0978)

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0978)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5661)

MORRIS FOURTEEN

1937 Morris 14 saloon, excellent condition throughout, colour black and blue, taxed year; £325.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. (4822)

169 gns.—1937 Morris 14hp 4-door sun saloon, clean wheels, leather upholstery; £60 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. (5025)

MORRIS OXFORD

1933 Morris Oxford 16hp, 28,000 miles since new, perfect mechanical condition, body and interior first-class, all new tyres, exceptional opportunity. **HAMILTON MOTORS (LONDON)**, Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (4800)

1949 Oxford saloon, 5,800 miles, grey, beige upholstery, unimpaired, 1544, Golders Green Rd., N.W.11. Speedwell 0011. (4851)

MORRIS MISCELLANEOUS

JARVIS & SONS, Ltd., offer: 1948 Morris de luxe, low mileage, £695; also 1947 (November), £625; also 1946 (November) Morris 8 4-door, good tyres, £495.—Morris House, Morden Rd., S.W.19. Liberty 4858. (7651)

TANKARD & SMITH, Ltd., offer the choice of many Morris 8, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax. 4801-3. (10379)

MORRIS cars, 8hp and 10hp; 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris Distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541. (10105)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (10979)

F. L. CRAMORE, Pottery Bar, requires Morris cars for cash.—Tel. 2040 Pottery Bar. (4660)

BRITISH & COLONIAL MOTORS require good Morris cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (4621)

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 8939. (4556)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. (1614)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. (4488)

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex, Loughton 4119. (1935)

Morris Spares and Service

FOR Morris mudguards, running boards, 1930/46.—Brooks, 85, Queens Rd., Brighton. (10394)

NASH

1948 (June), Nash convertible coupé, grey with red leather upholstery, electrically controlled hood, 6-waveband radio, numerous extras, very low mileage. **JAMES SIMPSON (SALES)**, 244, Brompton Road, S.W.3. Ken. 3315. (5254)

1938 (August) Nash 22hp black saloon, 6/7-seater, overdrive, free-wheel, heater, immaculate condition throughout, taxed; £415.—Sandrock Garage, Winchelsea 312. (5126)

£275—1938-9 25hp Nash de luxe saloon, superb condition, taxed.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. (4819)

1947-48 Nash 600 brougham saloon, right hand drive, heater, radio, low mileage, immaculate.—11, Littlewood Rd., Bournemouth, Bournemouth 2393. (4500)

OLDSMOBILE

DISTRIBUTORS (RAWLENE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey, Tel. Lingfield 330-1. (10113)

1949 6-cylinder Oldsmobile drop head foursome coupé power, operated hood, hydramatic drive with overdrive, absolutely faultless, luxurious extras; £2,550.—Crawley, Western 6015. (4146)

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (10980)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tel. 3664. (6099)

Opel Spares and Service

PRIDE & CLARKE, Ltd., Brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. (10733)

MAYNOR MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth, Tel. Southbourne 327 and 160. (4477)

PACKARD

CAR-MART, Ltd., **1939** Packard Super 8 7-seater limousine, 5,000 miles, £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4782)

DICKS CAR SALES offer:—**1938** Packard 33hp drop head coupe, fitted radio, fine order throughout; £450. **DICKS CAR SALES**, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (4902)

JOE THOMPSON (MOTORS), Ltd., offers:—**SPECIALLY** built Packard touring station wagon with 160in wheelbase, seats 9; this is a new car registered 1949, £10 tax, finished in golden tan with red leather and plush seats, the interior is like a luxury coach, spacious luggage accommodation and fitted with radio; it is difficult to describe this particular car but can assure you that it is one of the most attractive and outstanding vehicles of its kind on the road; an ideal car for a touring company, also from a publicity angle; further details can be had upon application.

1948 Packard super convertible, all-electrically operated hood, seats and windows; lavishly equipped, sedan de ville, 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car. (5134)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4554. (10979)

PACKARD straight eight saloon 7-seater, with partition, immaculate condition, 32hp, tax £10 per year.—Newington, Brenchley, Kent. (4358)

PACKARD

ACE SERVICE STATION (LONDON), Ltd., offer:—**1938** 34hp Packard drop head foursome coupé, splendid condition throughout; £550. **NORTH CIRCULAR** Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (4652)

1939 Packard limousine, 32,000 miles, practically as new. **1936** Packard limousine, privately owned, exceptional condition. **GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (7369)

1938 Packard Super Eight, long chassis limousine, 8-seater, division, face-forward, hide interior, new tyres, spotless condition; £895. **BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. (5202)

57hp V.12 1938 Packard saloon with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (4609)

1937 8-cylinder Packard saloon, resprayed, re-trimmed as new; £385.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (4527)

1936 Packard 26hp drop head coupe, stored 4 years, guaranteed; £270; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. (4892)

1939-40 Packard, as new, resprayed, reupholstered, immaculate condition; £575.—Simpsons Motors (American car specialists). Wembley 3603. (3234)

1938 Packard American drop head foursome coupe, immaculate throughout; £450; part exchanges.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (3019)

1936 Packard 33 Super Eight Limousine, 8-seater, 1 owner, 60,000 miles, engine rebored, full history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3068. (2862)

295 gns.—Packard, June, 32hp, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (4557)

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, offer a very attractive Packard drophead coupe, two folding occasional seats, 30hp 6-cylinder engine, which has been completely reconditioned and not yet run in; hood, tyres, coach-work, etc., in far above average condition; £695 or near offer. **HUGE** stocks of used cars, commercial vehicles, and tractors, mostly Ford.—Ford House, New Rd., Dagenham, E.1. Rainham 70. (4557)

£495—Packard super-eight 32.5hp double-ended closed 8-seater limousine 1936, with specially designed English coachwork by Messrs. Arthur Mulliner; the appearance of this car is literally amazing, black and chrome coachwork being in such condition that it is almost impossible to realise it is a 1936 model, whilst the elegant interior furnishings, thick pile carpets and all chrome furniture, as the last word in luxury, recessed occasional seats face forwards, and the car is equipped with such exclusive features as Flexbeam headlamps, special twin Marchal mile-beam passlights, Burwood intercom, special disc wheels, smokers' compartments for all passengers, separately controlled reading lamps and every possible refinement; capacious luggage storage is incorporated together with twin spares, with Firestone tyres throughout; the mechanical order is consistent with the appearance, leaving little to be desired, and gives a superbly luxurious ride with smooth effortless performance; any trial or examination is welcomed and the Packard is fully guaranteed in writing; progressive hire firm requiring proper American limousine cannot afford to miss this most outstanding opportunity. First deposit secure. (5008)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. (5008)

LIMOUSINE, 1936, swept tail, Super Eight, partition, widest occasional seats, privately owned, £695. **Alpe & Saunders**, Providence Court, Grosvenor Square, Mayfair 2941. (5045)

Packard Cars Wanted **CASH** immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom. 9400. (4762)

ROWLAND SMITH'S, the Packard buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (10981)

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. **ROY GALWAY**, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. (10751)

7-SEATERS private limousines required, cash waiting. **Alpe & Saunders**, Providence Court, Grosvenor Square, Mayfair 2941, or examination is welcomed and the Packard is fully guaranteed in writing; progressive hire firm requiring proper American limousine cannot afford to miss this most outstanding opportunity. First deposit secure. (5008)

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. (4331A)

LEONARD WILLIAMS & Co. (1940), Ltd., (sole concessionaires), require good, low-mileage Packard cars. Great West Rd., Brentford, Middlesex. Ealing 3400. (10191)

Packard Spares and Service **LEONARD WILLIAMS & Co. (1940)**, Ltd., sole concessionaires, special disc wheels, smokers' compartments for all passengers, separately controlled reading lamps and every possible refinement; capacious luggage storage is incorporated together with twin spares, with Firestone tyres throughout; the mechanical order is consistent with the appearance, leaving little to be desired, and gives a superbly luxurious ride with smooth effortless performance; any trial or examination is welcomed and the Packard is fully guaranteed in writing; progressive hire firm requiring proper American limousine cannot afford to miss this most outstanding opportunity. First deposit secure. (5008)

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. (4331A)

1939 Peugeot 18 de luxe saloon, excellent, guaranteed, £250; payments.—Vaughan, 17, Astor Wood Mews, S.W.7. Fro. 1519. (5054)

PONTIAC **1938** Pontiac 2-seater roadster, excellent condition; £295.—Stadium Autos, 178, New Barn St., Plaistow, E.13. Alb. 3366. (5079)

Pontiac Cars Wanted **HIGH-CLASS** low mileage modern American cars urgently required; immediate payment and inspection. **ROY GALWAY**, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. (10750)

RACING CARS **ALLAN ARNOLD** offers for sale his special type 51 Bugatti, in immaculate condition and with many spares. **OFFERS** to William Arnold, Ltd., Manchester, 13, Ard. 4361-7. (3577)

RACING CARS

COOPERS GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. (1061)

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—**RAILTONS** 28hp Cobham saloon (1938/9), Fairmile coupé (1938); Clarendon J. drop-head coupe 4.5 seater, 1937; Salmon Hudson foursome d.h. coupe, 1938; Carlton Hudson foursome d.h. coupe, 1937; many others, prices to suit all purses.—Tel. Victoria 5285. (4265)

1935 exceptional; £250.—Smith, 48, Brookvale Rd., Southampton. (4491)

1937 Railton 28hp sports saloon, 1 owner, always maintained by the makers, every extra, in new inside and out.—Write Box 3187. (1384)

1939 (March) Railton semi-racer-edge saloon in exceptional condition throughout, mileage approximately 35,000; £500.—Box 2986. (4387)

MAJOR J. P. S. BARBER, 6, Linden Gardens, W.1. Baywater 6753.—All models up to 1947, 17hp 21hp, 28hp, coupés, saloons, tourers, from £99. (5041)

1935 Railton drop head foursome coupe, immaculate condition, mechanically perfect, coachwork perfect, exceptional car, fitted radio, spotlight and other extras; car that really has to be seen to be appreciated; £335.—Simpson's Motors, American Car Specialists. Tel. Wembley 3903. (8137)

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchell St., W.1. Langham 0012. (4744)

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4694. (10126)

RENAULT—The following cars with others carry our usual guarantee service. Established 1908:—**RENAULT** 26hp 1939 big six-seater saloon; £395. (10362)

RENAULT 12.1 1939 5-tr. saloon, taxed; £325. **RENAULT** 17.9 1939 saloon de luxe; £350. **RENAULT** 13.9 1935 saloon de luxe, taxed; £125. (10362)

WELHAMS RENAULT Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (10126)

1938 Renault 12 drop head foursome coupe, guaranteed; £270; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. (4892)

1937 series Renault 17.9 saloon, black, good condition throughout, almost new tyres, petrol 1120.—Hemmingsley, 6, Coppin St., Deal. (5127)

1939 Renault 12 saloon; grey with blue leather trim, very excellent all-round cond.; £315.—King's Motors, 1, High St., Hounslow. Tel. 5332. (4368)

245 gns.—Renault 12 1939 model 4-door touring saloon, black, sliding head, green leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. (4953)

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (10980)

WELHAM'S RENAULT Sales Service purchase all models.—Surbiton Hill Rd., Surbiton, Elmbridge 1873. (10126)

RILEY

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Millside 4444. (4589)

1948 Riley 2½-litre saloon, first registered November, 1948, mileage 11,800, colour maroon, cloth and leather upholstery, an immaculate motor car; £1,275. **HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Millside 4444. (4589)

CAR MART, Ltd., **1947-8** Riley 1½-litre saloon, 11,000 miles; £1,075. **1949** Riley 2½-litre saloon, discs, covers, 3,000 miles; £1,625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4783)

BROWNS for Rileys. **1947** Riley 1½-litre saloon de luxe, immaculate condition, low mileage; £925.—Brown's Garage, Loughton (Essex) 4119 (Tube) (4645)

PHILIP RICKARDS, Ltd., offer:—**1949** Riley 2½-litre utility, mileage 700.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3. (4833)

CHARLES FOLLETT, Ltd., offer:—**1948** Riley 2½-litre saloon, black, green leather, one owner, 15,000 miles, excellent condition throughout; £1,350. **18**, Berkeley St., W.1. May. 6266. (4863)

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. (4863)

1947 Riley 2½-litre, 8,000 miles. **GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (1352)

WARWICK WRIGHT, Ltd., offer:—**1948** Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495. **1948** Riley 1½-litre saloon, black, fawn cloth, 8,000 miles; £1,145. **WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (4979)

GUY SALMON AUTOMOBILES, Ltd., offer:—**1947** Riley 2½-litre saloon, 13,000 miles, spare unused, all-steel construction; £1,150.—Portsmouth Rd., Thames Ditton, Elmbridge 4843. (5349)

1948 Riley 1½-litre black saloon, 12,500 miles; seen London; £1,025.—Box 3161. (5163)

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, London, Norfolk. Tel. 315-316. (3540)

SUSSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes. (3577)

RILEY

1936 Riley Adelphi saloon, 14.2hp, maintained by enthusiasts, in perfect condition; £365.
HILLINGDON MOTORS, 525-7, Long Lane, Western Ave., Hillingdon, Tel. (Harrow) 412, 1768
BEART'S, of Kingston, Riley specialists, sales, spares, repairs, -102, London Rd., Kingston, Kingston 3348.
RILEY 9 saloon, 1930, running order, body fair; £65 or near offer; -951, Garraitt Lane, Tooting, Tel. NARM 2474. [5082]

NORMAN ROUNDHILL, Ashted, offers 1936 Riley 11-litre saloon, sound condition throughout; -Tel. Ashted 34. [5252]

PERFORMANCE CARS, of 21, Daleham Mews, Belisair Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:-

1933 Riley 9 streamlined utility, cost £350, our price £155; 1931 Riley 9 4-seater, £110; 1931 Riley 14-6 saloon, basic undrawn, £75; exchanges, terms, all spares included. [5309]

1948 Riley 2½-litre saloon, green, 11,000 miles, £1,350.-University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4974]

GORDON CARS (LONDON), Ltd., -1948-9 Riley 2½-litre saloon, green, 5,000 miles only.-Gordon House, 115, Euston Rd., N.W.1. Euston 6611. [4590]

1965 -Riley 9 Monaco saloon, 1933, finished black and red bodywork, immaculate, mechanically perfect sound, a perfect specimen of its size.

M. B. MOTORS, 336, New Cross Rd., London, S.E.4. Midway 3779. [4801]

RILEY vintage model, similar wanted "would-be enthusiast"; bodywork immaculate, sound mechanical, cheap; all letters answered.-Box 2482. [5187]

1938 Riley 15hp Kestrel, immaculate condition, 11-litre saloon, sell £585, or 9hp Riley as part payment.-3, Windermere Rd., Tottenham, Staffs. [5131]

LATE 1946 1½-litre (12hp) Riley saloon, has been specially maintained, condition throughout excellent; nearest offer £765. Tel. Vic 5011 (business hours). [4519]

1950 registered Riley 2-seater special; rebuilt completely, 2-seater body, 9hp; £225.-Montrose Motors, 51, Epping New Rd., Buckhurst Hill, Buc. 5175. [5050]

1955 ens.-Riley 9 1933 twin carburettor special four-door drop head coupe, black, green leather, new hood, very good condition; terms, exchanges.-Rowland Smith, below. [4953]

245 ens.-Riley 15/6, 1936 model, 4-door Falcon 2½ saloon, black, sliding head, blue leather, pre-selector, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4953]

250 miles only.-1949 Riley 2½-litre saloon, black, brown leather, heater, etc., as brand new.-Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5911]

1949 (January) Riley 2½-litre saloon, black with green leather, 100 b.h.p. engine, 2,000 miles; £1,255.-Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [5069]

1947 1½-litre Riley saloon, in immaculate condition, fitted H.M.V. radio, speedometer reads 23,000 miles; £975.-Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [4989]

1947 leather, one owner, 12,000 miles, as new; £1,050.-Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4636]

1938 Riley 16hp Big Four Kestrel sports saloon, complete factory rebuild at cost of £500, carried out April, 1948, bills available, superb condition; price £550.-Clough, Hazelhurst, Lowercroft Rd., Bury, Lancs. [4406]

RILEY Adelphi saloon 1938 15hp, genuine 44,000 miles, in original condition virtually spotless, this car is in rare condition and unrepeatable; £475.-B. & H. Motors, Bignell's Corner, South Mimms, Middlesex, South Mimms 2251-2. [4657]

RILEY Kestrel 1937 Sprite 1½-litre saloon, 2 carburettors and Scintilla, one owner, numerous extras, dark blue, condition as new throughout, low mileage.-Lockwood, Halfway, Walton 2824. After 7 p.m. Walton 5050. [5080]

1933 12hp 6-cyl Riley Lynx tourer, black and red, 2 owners, really perfect condition, fitted new engine 1939, negligible mileage since, laid up during war, good tyres, new heavy quality hood; owner going overseas; £250 or offer; seen Croydon area.-Box 3056. [4335]

TANKARD & SMITH, Ltd., offer 1938 Riley 1½-litre Kestrel saloon in black with red leather, fitted three-speed manual gear box with overdrive, very smart, comfortable car; £460; three months' written guarantee; also 200 guaranteed used cars of all makes.-198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4496]

£425 -1938 1½-litre Riley Kestrel saloon, very attractive 6-light Kestrel sports saloon body, finished in black with cream leather interior, single carburettor engine and pre-selector box, good tyres all round and fitted with Ace discs, twin spotlights, hooters, etc.; terms, exchanges.-Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4514. [5756]

Riley Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Riley cars.-150, Park Lane, W.1. Grosvenor 3434. [0069]

ROWLAND SMITH'S, the Riley buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. [0933]

URGENTLY required, good pre-war Riley.-Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [4750]

LIGHT CAR, of, Defby, require: 1947 Riley 1½ and 2½ saloons.-The Motor Showrooms, Derby. [2922]

URGENTLY required, 1938-9 Riley Big Four with Kestrel body.-Coachcraft, Elm Rd., Evesham, Tel. 6539. [4886]

BLAKES, Riley distributors, will purchase any non-Covered Riley cars.-110, Bold St., Liverpool 3. Tel. Royal 6622. [7751]

JACK ROSE, Ltd., require low-mileage Riley cars.-Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [7672]

Riley Cars Wanted

WANTED, 1946-8 1½ saloon, consider Alvis, Jaguar or Triumph.-G. F. Jones, 27, Westdown Drive, Thurmarsh, Leics. Syston 8657. [5135]

URGENTLY required, low mileage 1947-9 Riley 1½-litre saloon.-Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4641]

Riley Spares and Service

A ROOT MOTORS, Ltd.
A ROOT MOTORS, Ltd.-Pre-selector gear boxes; exchange and repairs.-169, Fulham Rd., S.W.3, Kensington 7301. [0259]

BOON & PORTER, Ltd.
RILEY distributors.-Spares and specialised service.-R. Castelnau; Barnes, S.W.13. Riverside 4444, By Hammersmith Bridge. [0147]

HARTLEY'S for Rileys, spares and service.-165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244. [0246]

PRESECTOR gear box service, recommended specialists.-H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0781]

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.-38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892]

REX NEATE, Sharnhurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.-Enquiries to Botley 132. [8560]

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.-Bassay Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254]

RILEY distributors for 29 years.-Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.-Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [1258]

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.-Carter Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092]

ROLLS-ROYCE

H. R. OWEN, Ltd.,
LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:-

ROLLS-ROYCE Silver Wraith razor edge sports saloon by Freestone and Webb, Ref. H.3311.

ROLLS-ROYCE 25-30 Sedan de Ville by Gurney Nutting, Ref. H.3872.

ROLLS-ROYCE 20-25 saloon by Park Ward, Ref. H.2674.

ROLLS-ROYCE 25-30 limousine by Mann Egerton, Ref. H.2862.

ROLLS-ROYCE Wraith sports saloon by Park Ward, Ref. H.4031.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee, full particulars on enquiry, quoting make, hp and reference number to:-

H. R. OWEN, Ltd.,
PROUD members of the Swain Group,
 17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

H. OFFMANN'S of Halifax.
MEANS cars of distinction.

ROLLS-ROYCE Silver Wraith Sedan de Ville by H. J. Mulliner, Ref. H.3120.

ROLLS-ROYCE Wraith sports saloon by Park Ward, Ref. H.4031.

ROLLS-ROYCE 25-30 limousine by H. J. Mulliner, Ref. H.2658.

ROLLS-ROYCE 25-30 sports saloon by Park Ward, Ref. H.3938.

ROLLS-ROYCE 20-25 saloon by Park Ward, Ref. H.2674.

ROLLS-ROYCE 20-25 limousine by Park Ward, Ref. H.3918.

ROLLS-ROYCE 20-25 touring saloon by H.oper, Ref. H.3561.

ROLLS-ROYCE 20-25 sports saloon by A. Mulliner, Ref. H.1395.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:-

H. OFFMANN'S, of Halifax,
PROUD members of the Swain Group,
 OPEN 8 a.m. to 7 p.m. (week-days).

H. OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [4551]

PADDON BROS., Ltd.,
ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60 Cheval Place, London, S.W.7. Kensington 0477. [0097]

J. H. BARTLETT offers:-
ROLLS-ROYCE (reg. 1937) 25hp Freestone & Webb sports saloon, speedometer, 18,000 miles only.

ROLLS-ROYCE 1934 25hp Park Ward saloon; £950.

ROLLS-ROYCE 1932-3 25hp saloon, exceptional condition; £675.-27a, Pembroke Villas, W.11. [9187]

HEARSES 1950 Silver Wraith 5-door Bearer also 3-door Deck, exclusive designs-also Phantom III and 25/30hp 6-bearing also Decks-1950 Streamlined Coachwork lavishly equipped. Immediate Delivery.-details-Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [5049]

ROLLS-ROYCE

C. M. CAR MART, Ltd.
1938 Rolls-Royce 25-30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.

1938 Rolls-Royce Phantom III sports saloon by Thrupp & Maberly, £1,795.

1937 Rolls-Royce 25-30hp 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4794]

RIPPON.
RIPPON.
RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1940 Wraith limousine by Rippon, face-forward occasional chairs, 19,000 miles only.

1937 Phantom III special limousine by Rippon, swivelling occasional chairs, 18,000 miles only.

1937 30hp touring limousine by Rippon, drop division, very good condition, 25,000 miles only.

1935 45.5hp 7-seater limousine by Rippon, face-forward occasional chairs, small mileage.

1934 25hp 4-door sports saloon by Rippon, black with blue leather.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0903]

J. MARSHALL offers:-
1929 Rolls-Royce 20-22 foursome drop head coupe rebuilt in 1946 and remarkably well done, incorporating modern deep section, chromium-plated radiator, straight line bonnet, swept front and rear wings with built-in wing ramps, modernized dashboard with chromium-plated fittings and radio; £595.

1928 Rolls-Royce 20-22 enclosed drive limousine with face forward occasional chairs, engine recently overhauled, interior untidy; £225.

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. [4986]

JACK OLDING, of Mayfair,
OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:-
SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948; £4,500.

25-30 hp 4-door 4-light semi-razor-edged sports saloon with dropping division by Arthur Mulliner, finished black with chromium moulding and dark grey leather, adjustable bucket seats in front, polished tables behind division, electric rear blind, boot lid forms additional luggage rack, G.B. and No. plates illuminated, cisca, no-draught ventilators, immaculate condition, mileage 28,000, first registered May, 1936.

PHANTOM III owner-driver razor-edged sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 38,000, all modifications carried out, first registered October, 1937.

DETAILS of new Rolls-Royce cars for early delivery on application.

AUDLEY HOUSE,
NORTH Audley St., W.1. Mayfair 5242. [4693]

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshade roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car unquestionable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3107]

MASCOT MOTORS, Ltd., offer the following:-

1936 25hp Hooper sports saloon with division, 54,000 miles.

1936 25hp Windover enclosed limousine, one owner.

1934 25hp T. and M. sports saloon.

1932 25hp T. and M. sports saloon.

1932 25hp H.J.M. Continental type sports saloon.

1930 25hp Barker Continental type sports saloon.

1929 20hp Windover foursome drop head coupe.

1928 20hp Park Ward 4-light saloon.

1926 20hp T. and M. 5-seater open tourer.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. [4553]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
OFFER the following:-

1935 Rolls-Royce special Park Ward close-coupled saloon with completely disappearing division, large boot, electrically operated windows, radio, P.100 headlights, twin horns, discs, mascot, etc., original tools complete.-Can be seen and tried at 47, Sloane St. S.W.1. Tel. Sloane 9288. [4823]

SOUTHERN MOTOR Co., Lowfield Heath, Nr. Crawley, Sussex, Tel. Crawley 437.

OFFER the following cars:-

1938 Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150.

1938 Replica Rolls-Royce 4-5-seater drop head coupe on late 1930s 20hp chassis; price £225.

BOTH the above cars have been reconditioned in our own works and carry our guarantee. [3647]

ROLLS-ROYCE

J
B

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065]

M
E

MANN EGERTON & Co., Ltd. offer:-

1936 (first English registration May, 1946) 25-30hp Rolls-Royce sports saloon by Gurney Nutting, black with brown hide upholstery, 35,000 miles, extras include Ace super discs, 2 spare wheels, built-in radio, etc., in superb condition throughout. [4596]

14

ARCHIE SIMONS & Co., Ltd.-1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face-forward seats; £850. [4524]

25-30 4-door owner driver saloon, 45,000 miles, first registered 1937; £1,475.-94, City Portland Street, W.1. Jan. 1343. [4524]

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:-

1935 Rolls-Royce 20/25 limousine by Windover, one owner, 46,000 miles only, very comfortable and easy both to get in and out of; £1,250. [4524]

18

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [4860]

1934 Rolls-Royce 20-25 limousine by Barker: £1,295.-British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4610]

1938 29-49hp Rolls-Royce open sports, Vanden Plas body, beautiful condition throughout; enquiries-Secretary, Lympe Castle, Hythe, Kent. [5108]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable cars in stock. [3865]

1935 model Phantom II, long chassis only, complete with front and rear wings, all lamps etc., engine reconditioned, guaranteed 12 months; £660. [4524]

1930 25hp chassis, now being reconditioned throughout; £450. [4524]

1926 20hp chassis, fitted van body, very good order; £165. [4524]

COMPTON, 69, Westway St., Crystal Palace, S.E.19. [4305]

1937 Rolls Windover sedan de ville, 38,000 miles, one private owner, as new throughout; £1,600.-John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4072]

1939 Rolls-Royce Wraith 7-passenger limousine by Park Ward, 16,000 miles only, condition as new throughout; available immediately.-Grose, Ltd., Northampton. Tel. 2111. [5817]

LIMOUSINES, 1933/1939, 20/25hp and 25/30hp, 7-seater, small mileages, from 1,000kms. exchanges, hire purchase.-Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [8217]

25-30hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork, finished in black with blue upholstery; £1,850. [4466]

OFFERED by Clarke's of Pibright, Automobile Engineers, Officially appointed Retailers and Repairers of Rolls-Royce cars. Tel. Brookwood 2201-2-3. [4466]

ROLLS-ROYCE Phantom III full 7-seater Hooper limousine, £10 tax, complete overhaul, superb condition; £1,455.-Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [9612]

1949 Silver Wraith chassis, fitted with Gurney Nutting fitted head coach, registered but new and unused, offered with B.M.T.A. permission, owing to death, at £300 under list price. [4422]

P. J. EVANS, Ltd., Rolls-Royce Special Retailers, 81-91, John Bright St., Birmingham. Mid. 2911. [4422]

1936 25/30hp Rolls-Royce limousine, 7-seater, face-forward, body by Thrupp & Maberly; £1,250; exchanges and terms.-Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [4614]

£850.-39 Rolls Replica 20hp, black, H.M.V. radio, superb modern lines, taxed.-Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [4867]

WRAITH Owner driver 1939/1941 Park Ward 4-door semi-mitred edge Sports Saloon, capacious Boot, leather throughout, bucket seats black 44,000, delightful condition, mechanical guarantee certificate. Below.

SPORTSALON Magnificent Phantom III, owner-driver, Hooper, partition, genuine 31,000, lavishly equipped, unquestionable condition. 1190. Seen:-Alpe & Saunders, Providence Court, Grosvenor Square, 2941 Mayfair. [5044]

1937 Rolls-Royce Phantom III, in yellow and black, 7-seater partitioned limousine, with face forward seats, superb condition internally and mechanically, any trial; £1,600.-Groom & Sons, Towneater Northants. [4420]

ROLLS-ROYCE Phantom I 40-50, first registered 1936, Mulliner Woman owner-driver saloon with windings, partition, total mileage 26,000, serviced by Rolls-Royce, privately owned, in perfect order, new tyres; £750.-A. Crundall, 65, Holland Park, W.11. Park 4902. [4448]

1350kms.-Rolls-Royce 1937 25/30hp Mulliner 7-passenger double-enclosed limousine, black front leather, rear cloth, winding division, face-forward occasional seats, Ace wheel discs, unworn tyres, very carefully used, exceptional condition; terms, exchanges list, open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4954]

R. C. MORTLAKE offers 1932 25hp Rolls-Royce enclosed limousine: 1934 25hp Rolls-Royce enclosed limousine: 1935 Phantom II Rolls-Royce enclosed limousine: 1937 Phantom III Rolls-Royce enclosed limousine: 1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face-forward seats, one private owner, superlative order.-253, Kensal Rd., London, W.10. Lad-broke 3155. [3412]

ROLLS-ROYCE

A
A

A & S Offer exclusive selection Rolls-Royce Limousines. (Mechanical guarantee certificate.) Limousine 1934/25hp Barker. Windover, partition, 7-forward, black, selected carriages, private owner. [4524]

LIMOUSINES 1935/25hp (ride control) Hooper, Rippon, partition, bench occasional, black, irreproachable condition, £1,190. [4524]

LIMOUSINES 1936 Barker, Hooper, 25/30, partition, 7-forward, swept tail, exceptional private carriages, from £1,265. [4524]

PHANTOM III Limousines 1937/38/39 Hooper Barker carriages, reasonable cost. [4524]

Phantom II Limousines 1934/1935 Hooper, Barker, 7-forward, partition, black, immaculate, magnificent carriages, genuine low mileages. Seen:-

ALPE & SAUNDERS always purchase Rolls-Royce, 17 Alpe carriages displayed. Seen:-Providence Court, Grosvenor Square, 2941-Mayfair. [5046]

PROBABLY the most attractive small Rolls to be seen, close coupled, 4-door sports saloon, with sweeping rear locker, in appearance and condition looks 1949, must be seen to be appreciated; £700.-White Cottage, Hyde Heath, Amerham, Bucks, Chesham 254. [5116]

1930 Phantom II Rolls-Royce 7-seater landaulette by Hooper, original condition, particularly roomy body, ideal for disabled person's carriage or similar use, owner must sell; £450.-K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. [4226]

Rolls-Royce Cars Wanted

S
G

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2341. Head Office, Hoffman's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516]

C
M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.-320, Euston Rd., N.W.1. Euston 1212. [0970]

J. MARSHALL. WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork. [2693]

MARSHALL, 869, St. Albans Rd., Watford. Tel. J. Garston 2369. [5759]

ROWLAND SMITH'S, the Rolls-Royce buyers.-Hampstead High St. (Hampstead Tube). Ham. 6041. [5994]

1937 1938 owner-driver Saloon urgently required.-details with cost please. Bryan, 2, Providence Court, Grosvenor Square, Mayfair-2941. [4524]

A & S Interested purchasers 1935/37/39 partitioned less-25hp saloons with boot also 7-passenger Limousines 1932-1939. [2894]

A & S require modern Phantom II also Phantom III Limousines and Saloons. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [2894]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.-Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3562. [7457]

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.-Huddersfield 6340 (5 lines). [0115]

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 30-25 models, cars with open coachwork particularly wanted.-By-pass Rd., Basingstoke. [9731]

JACK OLDING, Ltd., 5-10, North Audley St., W.1, official Rolls-Royce and Saloon retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815]

CHARLES FOLLETT, Ltd., Officially appointed retailer and repairers, buy good late cars.-18, Berkeley St., W.1. May. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [6364]

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ROVER 10

1936 Rover 10hp saloon, grey, mileage only 42,000, one careful owner, recently overhauled; £400 or offer.-24, Campden St., W.8. [5138]

1940 Rover 10 de luxe saloon, heater fitted, licensed, new tyres, very excellent condition throughout. £545.-Clanair Car Sales, Watford Way, N.W.7. Mill Hill 1637. [4681]

1940 Rover 10 black saloon, with radio, just been overhauled, fully guaranteed; H.P. terms arranged.-K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3636 and 3654. [4681]

£325-Rover 10 saloon, registered 1937, black, bodywork perfect, mechanical condition 100%; a very attractive car for the enthusiast that appreciates a vehicle which is out of the ordinary class of 10hp cars. [1367]

M. B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [1367]

£695-1946 Rover 10 saloon, grey, with brown leather interior, very nice condition throughout, most probably the cheapest post-war Rover offered; terms, exchanges.-Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [3483]

ROVER 10 2-door 4-seater sportsman's saloon with boot, extensive overhaul, good condition and appearance, 4 very good tyres, taxed, insured, 5 previous months' basic, spare s/h gear box, starts easily, very reliable; nearest £120.-Bush, 58, Shipstone Rd., Norwich, Norfolk, or Tel. Norwich 25610. [5110]

ROVER 12 2-door 4-seater sportsman's saloon with boot, extensive overhaul, good condition and appearance, 4 very good tyres, taxed, insured, 5 previous months' basic, spare s/h gear box, starts easily, very reliable; nearest £120.-Bush, 58, Shipstone Rd., Norwich, Norfolk, or Tel. Norwich 25610. [5110]

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ROVER 12 2-door 4-seater sportsman's saloon with boot, extensive overhaul, good condition and appearance, 4 very good tyres, taxed, insured, 5 previous months' basic, spare s/h gear box, starts easily, very reliable; nearest £120.-Bush, 58, Shipstone Rd., Norwich, Norfolk, or Tel. Norwich 25610. [5110]

ROVER 12 2-door 4-seater sportsman's saloon with boot, extensive overhaul, good condition and appearance, 4 very good tyres, taxed, insured, 5 previous months' basic, spare s/h gear box, starts easily, very reliable; nearest £120.-Bush, 58, Shipstone Rd., Norwich, Norfolk, or Tel. Norwich 25610. [5110]

ROVER 12 2-door 4-seater sportsman's saloon with boot, extensive overhaul, good condition and appearance, 4 very good tyres, taxed, insured, 5

ROVER 60 & 75
TOM GARNER, Ltd., offer:-
1948 Rover 75 sports saloon, black with red leather, H.M.V. radiomobile, 4,000 miles.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 4359
WARWICK WRIGHT, Ltd., offer:-

1948 Rover 75 sports saloon, black, grey leather, 8,000 miles, £1,575.
1948 Rover 60 sports saloon, black, suede green leather, 6,000 miles, £1,350.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.
MANN EGERTON & Co., Ltd., offer:-

ROVER 75 saloon, July, 1948, black with maroon leather, one owner, spare unused, faultless condition throughout.
14, Berkeley St., W.1. Regent 2073. 4598
1948 (June) Rover, 6-light, perfect, black, 20,000 miles, one owner; £1,250 or nearest.—Tel. Liverpool Central 5022. 4397

1949 Rover 75 (Feb.) six-light, black, mileage 8,000, indistinguishable from new; £1,465.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. 1804
1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. 5156

1948 (Aug.) Rover 60 6-light saloon grey with red leather, 9,000 miles, £1,300.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. 4637

1948 (September) Rover 75 saloon, green, 10,000 miles, immaculate condition, carefully serviced by us since new.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. 4810
DOVER 75 green saloon, green hide upholstery, new R May, 1948, one owner, Radiomobile, first-class condition throughout, genuine mileage 12,000.—Robbins Garage, Euston Rd., Euston, Tel. 2065. 4122
HATTON MOTORS, Ltd., Birmingham.—July, 1948, H 60 sports 4-light saloon, green, green leather, genuine 15,000 miles and direct to us from first and only owner, new condition throughout; £1,355, any car taken in part exchange, immediate delivery on hire purchase terms if required.—Hatton Motors, Ltd., 71, Broad Street, Birmingham. Telephone Midland 2437. 4663

ROVER MISCELLANEOUS
CAMDEN MOTORS.—Rover 10hp saloon, 1936/7, clean coachwork and leather interior, well maintained mechanically by previous owner, a Rover enthusiast; £325.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1938, finished in maroon and black, handsome example, outstanding opportunity; £395.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1939/40, with similar features to post-war example, very lively engine; £295.

CAMDEN MOTORS.—Rover 10hp saloon, 1947, virtually unmarked, negligible mileage, one owner since new; £345.

CAMDEN MOTORS.—Rover 12hp sports coupe, 1935, scarce and desirable, numerous late type instruments and features; £185.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, good solid car, very sound runner, leather interior; £245.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937, recently overhauled, sound mechanical order, good value; £375.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, in very clean condition, five new Dunlop tyres fitted; £575.

CAMDEN MOTORS.—Rover 12hp saloon, 1939, attractive finished maroon with leather to match, first-class mechanically; £585.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939/40, most outstanding appearance, moderate use only, several extras; £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, similar appearance to 1947 model, very clean, black cellulose paint, excellent condition; £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947/8, in immaculate condition, very low mileage; £975.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, with identical features to post-war example, opportunity at price; £515.

CAMDEN MOTORS.—Rover 14hp saloon, 1934/5, has been reared and overhauled (bills for £75 available for inspection), a good, solid car; £225.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, in clean condition, good tyres, and mechanically sound order; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, black with brown upholstery, well maintained, very good runner; £445.

CAMDEN MOTORS.—Rover 14hp saloon, 1939, nicely finished in grey with leather to match, radio, good tyres; £245.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1938, interior leather, lining, and carpets in clean condition, an attractive example; £495.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, finished in black with brown leather interior, coachwork almost unmarked, in very good mechanical order; £595.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939/40, late type features as post-war model, splendid condition, mileage 12,000, in really good condition, should be of interest to the discerning buyer; £445.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, coachwork and interior has had careful attention, engine particularly lively; £595.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1939/40, similar to post-war appearance, a very desirable car; £595.

CAMDEN MOTORS.—Rover 16hp d/h coupe, body by Salmons, Tickford, two owner only, scarce model, well maintained; £595.

CAMDEN MOTORS.—Rover 20hp saloon, 1937, good tyres, Roncey radio, in really good condition, should be of interest to the discerning buyer; £445.

CAMDEN MOTORS.—Rover 20hp sports saloon, 1939, outstanding in appearance, performance well up to Rover high standard; £535.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 5115. Write for our 18-page post-free stock list of over 250 fully guaranteed used cars; easy and confidential hire purchase, part exchanges; cars delivered free to any part of the United Kingdom, near main line L.M.S. stations, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A5 Watling St.; fares refunded to purchasers from anywhere in the country. 5011

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:-
MANCHESTER (Blackfriars 7843).

Bristol (Bristol 1326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. 0009

CAR MART, Ltd.

1947 Rover 12 saloon, 12,000 miles; £1,095.

1947 Rover 16 sports saloon, 10,000 miles; £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. 4785

TUCKFORD, Ltd., offer:

1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, excellent condition.

1947 (July) Rover 16 sports saloon, 3,000 miles, black, fawn interior.

1947 (July) 16 Rover 4-light sports saloon, 7,000 miles, grey, blue leather, excellent condition.

1948 Rover 12 4-light sports saloon, 15,000 miles, grey, excellent condition.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. 4471

ROBBINS OF PUTNEY, Rover specialists, offer two superb cars; written guarantee.

£1175—12hp sports saloon, grey with blue Bedford ford cord, 12,000 miles, almost as new.

£1235—16hp sports saloon, registered 1948, low mileage, loose seat covers, one owner.—96 & 98, Upper Richmond Road, Putney. Tel. 4581. 5070

BEARDS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

Rover Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. 0971

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. 0050

R
ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 0985

COOMBS & SONS (GUILDFOOT), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Percutaneous Rd., Guildford. Tel. 62907. 6138

WANTED, post-war Rovers, all models.—Send details to:-

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds. 7. Tel. 41014-5. 0021

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. 4751

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. 0858

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5462. 0816

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—10, Bold St., Liverpool, 1. Tel. Royal 6622. 7736

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Ripleyway 1285. 10484

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey, Wallington 6677-8. 7673

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 5 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex, Loughton 4119 12441

Rover Spares and Service
R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—121, Romford Rd., Forest Gate, E.7. Maryland 4818-9 10403

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. 10555

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Acc. 1681. 10268

SINGER

CAR MART, Ltd.
1949 Singer 9 Roadster, 3,000 miles; £635.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 4796

OVERSEAS CARS, Ltd.

1947-8 Singer 10 saloon, maroon, excellent condition throughout; £625. For other Overseas Cars Bargains see page 57.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. 44994

WADDINGTON MOTORS Ltd., offer:-

1939 Singer 9 saloon, excellent condition, ideal holiday car; £330.—Fortune Green Rd., N.W.6. Ham. 2211. 4293

SINGER 12, first reg. Dec., 1947, black saloon; £545.—Tel. Terminus 1007. 3256

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster, red, 15,000 miles.—Below

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. 4597

£195 condition, taxed.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. 3342

1949 Singer Super 12 saloon 6,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. 4611

295 gns.—Singer 9 (Oct., 1939) sports Roadster, black, red leather, new hood, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 4955

225 gns.—Singer 9 1935 Le Mans sports saloon, cream, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 4955

10 hp saloon, 1948, one owner, 5,000 miles, finished maroon; £675.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. 4853

S permission to sell, covenant to sign.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. 4853

1934 1½-litre Singer sports, immaculate condition, mechanically perfect, car that has had a lot of money spent on it, mechanically and coachwork, has to be seen to be appreciated; £235.—Simpson's Motors (American car specialists) Wembley 3505. 3593

Singer Cars Wanted

R
ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 0986

BRITISH & COLONIAL MOTORS require good Singer cars.—Upper St. Martin's Lane W.C.2. Tem. 3588. 4626

ANY model Singer purchased for cash.—Victor Horan, Ltd., 79, Renshaw St., Liverpool. Tel. Royal 5561. 12440

1947—48 Singer 10 saloon required by private owner in Yorkshire; please give full particulars.—Box 3057. 4440

SINGER 10-12hp post-war saloon required, or would consider roadster model.—Angior, 140, Golders Green Rd., London, N.W.11. 10532

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn. N.W.8. Maids Vale 6044 (10 lines). 13129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. 0759

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. 10217

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. 0217

SPORTS CARS

BLAFES,
THE Northern Sport and

RACING Car Specialists

BUY and sel. racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co. Ltd.,
110, Bold St., Liverpool.

ROYAL 6622 'Grams: Autocar, Liverpool. 14000

DICKS CAR SALES offer:-

1949 (November) Austin 7hp Humming Bird roadster, 1,300 miles only, under list; £375.

DICKS CAR SALES, Ltd., 399-401, High Kilburn Maids Vale 6888-9. 4243

SPORTS CARS

B. & G. MOTORS, offer:—

£180—Singer 9 Le Mans special aerodynamic 2-seater, 1950 appearance, unique car, British racing green.

£158—Singer 9 open sports 4-seater, opalescent chrome and chromium, unusually fast example; come and have a demonstration and see for yourself.

£139—Austin 747cc Ulster T.T. replica 2-seater, originally supercharged but now running unblown, British racing green, very very sound mechanically.

£110—Wolsey Hornet Special 12hp 2/4-seater, red and grey, twin carbs, 4-speeds, foldflat screen, 5in rev counter, etc., excellent engine with masses of urge, hydraulic brakes, etc.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [4377]

SCUDDER & WALL, offer:—

£68—Jowett 7 4-seater tourer, 1930, new hood and eight screens, very economical and lively little car.

£70—Riley 9 tourer, 1930, excellent engine, poor hood.

£85—De Dion special 10hp 2-seater, registered 1950, £10 tax, equally suitable for trials or road use, stark but attractive little car with quite a lot of history.

We are always happy to purchase reliable vintage and sports cars.

OPEN all day on Saturdays.

PART exchanges welcomed—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [5086]

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line; Mai. 6044 (110 lines). [3577]

£295—1935 Riley Kestrel 12/4 saloon, unmarked.

£135—1934 Morris 8 special, 2-seater, overhauled.

£75—1931 Austin 7 tourer, new hood, upholstery.

£55—1923 Talbot 8/18, 2-seater, new hood, original.

£45—1929 Morris Cowley, excellent and reliable.

HIRE purchase on the spot on all cars.

ALTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0585. [5023]

SPEEDSTERS, Ltd., the best selection of sports cars in the country.

SPEEDSTERS, Ltd., Bentley 4½-litre open VDP 4-seater, really exceptional specimen mechanically and externally, new radiator, new chrome P100s, new all-over tonneau, hood and side curtains, excellent tyres, reculocated black body, red upholstery and wheels, everything precisely right; £375.

SPEEDSTERS, Ltd., Frazer Nash-B.M.W. Type 45 1937 S model drop head fourseater, in beautiful order, £42 respray in deep maroon, red hide; £350.

SPEEDSTERS, Ltd., M.G. 1947 T.C. 2-seater, quite literally unstatched, Philco radio, Scintilla heater, Scintilla equipment, Fram, host of special fittings.

SPEEDSTERS, Ltd., Aston Martin Type C Speed model, bronze head, Scintilla starting, lighting and ignition, striking streamline 2-seater in maroon, just clocked 109mph, a very rare car, in mint condition.

SPEEDSTERS, Ltd., the ex Sir Malcolm Campbell team car, 3820 cc, 1935 Riley 9 streamlined tailing, A.I. International open 4-seater, full T.T. and Le Mans equipment, special steering, springing and brakes, special racing engine, £60 respray in grey and red, 6 new tyres.

SPEEDSTERS, Ltd., offices at Old Straddles, Cross Oak Lane, Salford, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [4602]

M.G. P.A. tourer, tonneau coupe, excellent, clean condition; £225. Battersea 5157.

BUAGATI Type 43 open sports, hood, wipers, all-over tonneau, very well shod, fine performance; £500.—Box 2702. [2747]

RILEY 9 four-seater sports, good condition, 1930 R chassis—74, Homestead Rd., Kempshott, Basingstoke. Tel. 466. [5129]

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 6707), offer with 3 months' written guarantee:—

1947 H.R.G. 1½-litre aerodynamic 2-seater, Concours d'Elegance winner, outstanding, £725;

1937 Jaguar 2½-litre sports tourer, original apple green cellulose, magnificent car; £325; 1935 Ford V.8 drop head, £165; 1939 Steyr drop head fourseater, immaculate, new hood, right-hand drive; £250; 1933 Alvis Firefly saloon; £105; 1934 Alvis Firefly saloon; £155; 1934 Alvis Speed 20 Mayfair saloon; £250; 1933 Alvis Firefly tourer; £150; 1935 Auburn supercharged drop head fourseater; £185; 1935 Auburn supercharged utility (commercial); faultless; £110; 1935 Talbot 105 tourer, immaculate; £250; 1932 Talbot 105 drop head fourseater by Youngs; £185; 1932 Talbot 14 saloon; £250; 1933 Riley 9 streamlined tailing, cost £350, our price £155; 1931 Riley 14-6 saloon, basic undrawn; £75; 1939 Peugeot 7hp tourer; £225; 1931 Sunbeam 18 saloon; £75; 1935 M.G. 18-80 V.D.P. tourer, exceptional; £175; 1934 Morris Oxford tourer; £85; 1926 Morris Cowley 2-seater, with dickey; £400; 1934 Singer 9 coupe; £140; 1930 Armstrong Siddeley 15hp coupe, crash box; £65; immediate insurance, hire purchase on all cars. [5113]

REBUILT Mark IV Riley, special series engine, new competition body, what offers?—Roy Fletcher, Swann Lane, Chislehurst, Cheshire. [5113]

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week. The Onslow Garage, 197, Fulham Rd., S.W.3. Tel. Flixman 0052. [4805]

125 mph Alta sports 2-seater, certain club race winner, numerous other really fast sports cars. Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [3635]

FRAZER NASH-B.M.W. 1936 Type 55 2-litre open 2-seater, recently £250 reconditioning, £385; or trade for open 4-seater Ralston, Rolls 25 or Alvis 25.—Box 5025. [4411]

SPORTS CARS

EXCEPTIONAL Wolsey Hornet drop head coupe; in previous owner's hands since 1936; many expensive modifications including Martlet racing pistons and large sump; £170. [3707]

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Road, Petersham, Surrey. Richmond 1854. [1854]

TRIALS special Riley based 1.503cc, winner of trophy or award in each event entered since built, 18 months ago; £165.—Bailey "Tresco", Claremont Drive, Timperley, Cheshire. [4446]

DARRACO 4-litre 1939, 2-door saloon, body by Pignoli, black with blue leather interior, showroom condition, mileage 18,000, really fast and exclusive car; photograph on request.—Box 362. [4453]

1938 Riley 16hp Big Four Kestrel sports saloon, complete factory rebuild at cost of £500, carried out April, 1949, bills available, superb condition; price £550.—Clough, Hazelhurst, Lowercroft Rd., Bury, Lancs. [4405]

DANIEL Ford 10hp special, professionally built, complete with Marshall supercharger, ideal trials or road vehicle, all weather equipment, 7,000 miles only; offers.—Daniel, 18, Crofton Church Lane, Barnet Green, Wores. Hillside 1375. [4510]

VERY successful trials car, winner Knott Trophy Trial, 1949, 1,500 cup, etc., perfect condition, first registered 1949, basically Ford 10, Centric supercharger, I.F.S., telecontrol, 30 mpg, full road equipment, ready for entry in coming events, owner lacks time to compete.—Reasonable offers to Marshall, Shellington, Faringdon, Berks. [4157]

C type single-seater blown 750cc M.G., racetrack Brighton and Prescott last season, all aluminium body built on J type chassis, powerplus No. 7 blower, pressurized spirit tank, telecontrol, complete with spare engine, gearbox, 2000 tank, tank wheel and tyre capable of terrific performance, easily converted to fast 2-seater; £275; offers, part exchange car or good motor cycle. [4516]

1937 telecontrols; another black and red with radio, both very nice order; each £365, exchanges.—Oxford Street Motors (Huddersfield), Ltd., Oxford St., Huddersfield. [4516]

ASTON MARTIN 1½-litre, Ulster super sports 2-str., Alfa red, showroom condition, carpets, hood, upholstery, all excellent, Rudge K.O. wheels with practically new tyres, beautiful streamlined tailed body, polished axle, and steering gear, outside cadmium plated exhaust pipe, outside hand brake, a really excellent example of this marque, and practically without blemish; £597; consider part exchange Fiat 1100, Lancia Aprilia, or small drop head, what have you? Write Oxford Street Motors, Oxford St., Huddersfield. [4516]

1938 3½-litre S.S. 100 competition 2-seater, cellulose ivory and red in unmarked condition, bronze cylinder head and special outside exhaust system, tyres, hood and side screens in first-class condition, a car with a terrific acceleration and outstanding performance, yet docile to handle in traffic; an opportunity to obtain a really fast car at a moderate price; £465.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [4047]

£130 or exchange for 4-seater, Wolsey Hornet sports; this car has just been converted to 2-seater with large luggage boot and has only been taxed seven years; resprayed ivory with new hood and side curtains, new dash and instruments, wiper and lights and tyres, good upholstery, fold-flat windscreen, spring steering wheel, chrome stone guard, terrific acceleration, just been rebored, petrol untouched since last year.—Bond, 11, Leigham Vale, S.W.16, Lee Green 0192 office hours. [4520]

Sports Cars Wanted

THE CAR MART, Ltd., wish to purchase sports cars.—320, Euston Rd., N.W.1. Euston 2112. [0972]

ROWLAND SMITH'S the sports car buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0987]

CHARACTER CARS
URGENTLY require to purchase vintage sports cars. Please send details and photographs to the address below for immediate attention; distance immaterial.

CHARACTER CARS, Queens Garage, Queens Rd., Wimbledon, S.W.19. 10 minutes Wimbledon Station (S.R. and District). [1929]

ALVIS 12/50 or similar, stable vintage, particulars and price.—33, High St., Melton Mowbray. Tel. 533. [3469]

ROOMY saloon or coupe, good history essential, £150—£200, Ralston, Lagonda, etc.—Dr. Malleison, 17, Gordon St., W.C.1. [4497]

Sports Cars Spares and Service

AUTOMOTENDERS are enthusiastic repairers, tuners and motorsport enthusiasts. Louther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753]

S.S. 11 sports tourer, excellent condition, an economical and roadworthy car, taxed and insured.—Box 3165. [5167]

159 gns.—1935 S.S. 12hp sports saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4872]

195 gns.—S.S.I. 1935 16hp Airline sports saloon, black, sliding head, blue leather 2 spare wheels, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [4956]

ROWLAND SMITH'S the sports car buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0988]

CLANFIELD LAWRENCE offer:—
1939 Standard 8 saloon, blue, very nice condition throughout; £295.—407, High Rd., N.12. Finchley 0091. [3184]

STANDARD 8 saloon (Dec. 1946), black, one owner, low mileage, perfect order; £450; h.p. arranged. STANDARD 8 tourer 1948, one owner, grey, 12,000 miles, as new; £440; h.p. arranged.

SIDCUP ROAD GARAGE, 550, Sidcup Rd., S.E.9. Tel. 3534. [5255]

259 gns.—1939 Standard 8 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4877]

STANDARD 8

CHARLES RICKARDS, Ltd., the house of standing and repute.
1948 Standard 8 drop head coupe; one owner; grey; 16,000 miles; £500.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4442]

£265—1939 Standard 8 saloon original paintwork.

£395—1947 (Sept.) Standard 8 4-str., grey with blue.—Traynor Motors, Ltd., of East Ham, Grangewood, E.50. [4468]

1948 Standard 8 tourer, 14,000 miles, condition absolutely immaculate; £465.

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., W.12, Shepherd's Bush 2231, 17th Standard 8, in absolute immaculate condition; £295; 3 months' guarantee; terms and exchanges.

WILLIAMS MOTORS, Ltd., 169, Priory Rd., Mountview 5228 and 5774. [1909]

J HORNSEY—Standard 8 1939 drop head coupe, an excellent car throughout, good leather interior, many other extras.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [4478]

1947 Standard 8 coupe, black, 13,000 miles, one owner; £450.—Sable Lambert, Lower Hastings St., Leicester 59755. [5130]

1947 (September) Standard 8 saloon, grey/black, excellent condition; £450.—Dobsons, Staines, Middx. Tel. 801. [4804]

CASS'S MOTOR MART—1946 October Standard 8 saloon, grey, excellent written guarantee; £500. Warren St., E.1. [5058]

STANDARD 8 1946 de luxe saloon, one owner, as new, Lync, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.40. [4461]

1939 Standard 8hp tourer, carefully used, expertly maintained, low mileage, beautiful condition; it's a buy at £265.—Box 3162. [5164]

1939 4-seater, carefully used, Kensing order; £240.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5000]

1939 Standard 8hp 4-str. tourer, low mileage, excellent condition; £225.—L. W. W. 6, 73, Cadogan Lane, S.W.1. Slo. 4727. [5087]

JACK ROSE, Ltd., offer: 1947 Standard 8 saloon, good mechanical condition; £410.—Jack Rose, Ltd., 40, Ford Rd., Wallington, Surrey. Wallington 6677-8. [4927]

1939 Standard 8 saloon, black, in first-class condition throughout, any trial; £325.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5064. [5064]

1948 April Standard 8 Tourer, genuine mileage 7,000, black, guaranteed as new; £450.—Harry Rivers, High Rd., 348, King Street, Hammer-smith, Riverside 2837-8. [4601]

1947 (December) Standard 8 finished fawn with brown hide upholstery, low mileage, very attractive car, one owner; £475.—Steele Griffiths & Co., Ltd., 285, Camberwell New Rd., S.E.5. Rodney 2201-6. [5261]

275 gns.—Standard 8 1939 de luxe saloon, very good condition; very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [4984]

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £295.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6931]

STANDARD 10
1939 Standard 10 4-door saloon, black, sun roof, brown leather, a car that is definitely on par with a 1950 model, 100% condition; 320 gns. DORGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4967]

1939 Standard super 10 saloon, in excellent condition throughout; £325.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4329]

STANDARD 12
J. DAVY offers:—
1948 (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.

J. DAVY CAR SALES, 9, Logan Place, Earls Court J. Rd., W.8. Western 6493. [4068]

CLANFIELD LAWRENCE offer:—
1947 Standard 12 saloon; £675; immaculate condition.—407, High Rd., N.12. Finchley 0091. [5185]

H. A. SAUNDERS, Ltd., offer:—
1947 Standard 12 saloon, black-red; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [4678]

J. SHEPHERD and Co. (Enfield), Ltd., offer:—
1939 Standard 12 de luxe sun saloon, i.e., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [4878]

STANDARD 12hp saloon, first registered June, 1939, S one owner; small mileage; £345.—Jennens Bros. Motors, Ltd., Sutton Coldfield. [4717]

F. DOVE offer 1946 Standard 12 saloon, in first class condition throughout; £595.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [5063]

1947 Standard 12 saloon, black, in good condition throughout, one owner, bargain; £650.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5066]

£240—1937 Standard 12 de luxe saloon, colour with black leather upholstery; exceptional condition throughout; bargain.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [4708]

TANKARD & SMITH, Ltd., offer 1948 Standard 12 drop head coupe in black with green leather, genuine 15,000 miles only, absolutely indistinguishable from new, one owner; £750; three months' written guarantee; also 200 guaranteed used cars of all makes.—188, Kings Rd., S.W.5. Tel. Flixman 4601-2-3. [4494]

STANDARD 14
H. A. SAUNDERS, Ltd., offer:—
1948 Standard 14 saloon, black-red, 6,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [4677]

(Supplement xix) 53

SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1949 series Sunbeam-Talbot 90 sports saloon, gunmetal with grey leather, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester.

TOM GARNER, Ltd., 10-12, Peter St.
2, Blackfriars, 0265 6

1949 Sunbeam-Talbot 2-litre saloon, ruby, maroon leather, 8,000 miles; £1,050.
1949 Sunbeam-Talbot 90 saloon, black, buff leather, 7,000 miles; £1,325.

1949 Sunbeam-Talbot 90, low mileage, radio, leather, 7,000 miles: £1,325. [4981]
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
 Mayfair 9761.
1949 Sunbeam-Talbot 90, low mileage, radio, beautiful condition: £1,195.

1949 Sunbeam-Talbot 90, low mileage, radio, beautiful condition; £1,195.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13.
 Lee Green 0254. [4918]
1946 Sunbeam-Talbot 10 Tourer, finished in gun-

1946 Sunbeam-Talbot 10 Tourer, finished in gun-metal with grey leather upholstery, fitted radio and in really immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge Street, Northampton. Tel. 202.

ARTHUR MULLINER, Ltd., Bridge Street, Northampton. Tel. 907. [4735]
1939 Sunbeam-Talbot saloon, excellent condition; £515.—Peter Bantock Car Sales, 37-39, King St. Parade, Twickenham. Popesgrove 7447/7030. [491]

1948 £255.—Peter Barocci Car Sales, 37-39, King St. Parade, Twickenham. Popesgrove 7447/7030. [4913]
Sunbeam-Talbot 90 sports saloon, green, as new, 7,000 miles; £1,195.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.

1949 Sunbeam-Talbot 90, finished satin bronze, red leather; £1,175.—Seymour & Clements, Ltd., 32 Watford Way, Hendon Central, N.W.4, Hendon [4976]

1947 Sunbeam-Talbot 10hp, polychromatic grey; grey upholstery, immaculate condition; £765.

1947 Sunbeam-Talbot 90, polychromatic grey; grey upholstery, immaculate condition; £765. —G. & R. Garages, Ltd., 11, Victoria Rd., Surbiton, Elmbridge 4383. [4225

SUNBEAM-TALBOT 90 saloon, finished satin bronze with

SUNBEAM-TALBOT 90 saloon, finished satin bronze with maroon leather upholstery, first registered March, 1949; £1,375.—**Jack Olding & Co., Ltd.,** North Audley St. W.1. Mayfair 5242. [4703]

W.1. Mayfair 5242. [4702]
1947 Sunbeam-Talbot 10hp sports saloon, 11,000 miles only, indistinguishable from new, immaculate black cellulose, interior upholstered in best quality brown hide, a perfect specimen: £795

Immaculate black cellulose, interior upholstered in best quality brown hide, a perfect specimen; £795.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Up-lands 4811-2-3. [4861]

1948 (April) Sunbeam-Talbot 1.185cc grey

1948 (April) Sunbeam-Talbot 1.185cc grey saloon, 11,000 miles only, one owner, spare unused, chauffeur driven, indistinguishable from new; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St. W.1. Telephone: ECFE and ECE4. 19483

£495.—Sunbeam-Talbot 10hp sportsman's saloon 1939, fitted genuine works replacement engine, negligible mileage since first-class mechanical.

1939, fitted genuine works replacement engine, negligible mileage since, first-class mechanical order, finished black with natural hide interior, in especially clean condition, outstanding opportunity.—See below.

£595.—Prototype of 1946/8 models Sunbeam-Talbot 2-litre 14hp sports saloon, one of the very few first introduced in 1940, and a highly desirable example. www.britishmotorcars.com

very few first introduced in 1940, and a highly desirable example, immaculately finished suede green, with unblemished chromed accessories, who's car in magnificent condition, must be seen and driven to be properly appreciated, fully guaranteed in writing.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St. Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for 18-page post free stock list of over 250 used

Write for 18-page post free stock list of over 250 used cars, easy and confidential hire purchase, part exchanges; cars delivered free to any part of the United Kingdom. Frequent trains from Euston and Watford, near main line L.M.S. station, or by road just under 4

kingdom. Frequent trains from Euston and Watford, near main line L.M.S. station, or by road just under 4 miles from main A.5 Watling Street. Fares refunded to purchasers from anywhere in the country. [5014
6505—Sunbeam-Talbot 3-litre 20hp de luxe

£595.—Sunbeam-Talbot 3-litre 20hp de luxe saloon, magnificent pre-war expensive motor car which would now cost in excess of £1,300, reputed single owner maintained this vehicle perfectly, exterior

single owner maintained this vehicle perfectly, exterior and interior gives impression that speedometer reading of 32,000 is genuine, special ride control de luxe comfort, chrome wheel discs, twin hooters, etc., this vehicle is significant and should give years of motoring at little

chrom wheel discs, twin hooters, etc., this vehicle is magnificent and should give years of motoring at little or no cost; comprehensive 3 months' written guarantee; fire-purchase, exchanges.

AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes

L AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes
Park 4144, 4297. [5093

ROOTES, Ltd.,
LONDON

D **R** **E** **Q** **U** **I** **R** **E** modern low-mileage Sunbeam-Talbot cars.

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
Tel. Grosvenor 3401. [011]

ROOTES, Lk., Devonshire House, Piccadilly, W.1.
Tel. Grosvenor 3401. [0111]

R
DOWLAND SMITH'S, the Sunbeam-Talbot buyers.—

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—
Hampstead High St. (Hampstead Tube). Ham. [0990
041.
WASH immediately for good Sunbeam-Talbot.—H. F.

WASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.I. Langham 14748

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2. Paddington 1820. [4489

GRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars. B. Griggs & Co.

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.--Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [0089]

Sunbeam-Talbot Spares and Service
HERMITAGE MOTORS (WESTMINSTER), 213-219,
 Broadway, Wimbledon, and Wilton Mews, S.W.1.

ROYDON'S Sunbeam-Talbot spares specialists.—
Manton Motors, Ltd., 23-27 and 37-39, Shirley
Rd., Croydon. Addiscombe 6051-3 (0519)

✓ Manton Motors, Ltd., 23-27 and 37-39, Shirley
Rd., Croydon. Addiscombe 6051-4. [0519

TALBOT
ALLAN TAYLOR MOTORS, Ltd., offer:—
1933 Talbot 1933 21hp saloon, mechanically sound; £195.
HIGH ST. Wandsworth, S.W.18. Tel. Vandyske 6431.
PERFORMANCE CARS offer 1932 and 1935 Talbot 1935.
 See under "Sports Cars."
R. F. FUGGLE, Ltd., offer for sale the following Talbot cars, all of which have our absolute recommendation:
1936 105 Speed sports saloon.
1935 110 James Young 2-door saloon.
1935 Long 75 6-light saloon.
1933 95 6-light saloon.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685.
TALBOT 75, first reg. Dec., 1937. grey saloon, body fair, over £200 mech. repairs 1947; £235.—Tel. Terminus 1007.
1934 Talbot 105 foursome drop head coupe, taxed, guaranteed; £180; payments—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780.
1935 Talbot 10, 1938 model, foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below.
1935 Talbot 1935 3½-litre 4-door sports saloon, black, blue leather, pre-selector, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
1935 Talbot 1934 21hp 105 Speed sports 4-seater, blue, black leather, pre-selector, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).
1935 Talbot 105 sports tourer, sold up many years, total 105 miles 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Wembley 6262.
WALTER SCOTLAND, Ltd., 1935 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols, Philco radio, and many other extras, looks and runs as new; £595.—39, College Crescent, Swiss Cottage, N.W.1. Prime 5914. [6560]
Talbot Cars Wanted
ROWLAND SMITH'S, the Talbot buyers.—Hampstead
 High St. (Hampstead Tube). Ham. 6041. [5991]

TRIUMPH
J. DAVY offers.—
APRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras, £525; also town and country saloon, 1948, black with beige hide upholstery, Clayton heater, one owner, small mileage; £1,025.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493.
CAR MART, Ltd.,
1948 Triumph 1800 Town and Country saloon, 6,250 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4789]
NEWNHAMS, Ltd.,
1947 1800 Roadster, grey with blue, low mileage.
1946 1800 Razor Edge saloon, black with fawn, one owner, carefully used.
1937 14 60hp Vitesse sports saloon, black with red, exceptional car.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.
TOM GARNER, Ltd., offer:—
1948 Triumph 1800 razor edge saloon, black with beige hide, heater, etc., 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2, Blackfriars 9265-6. [4541]
PHILIP RICKARDS, Ltd., offer:—
1949 Triumph Roadster 2,000cc, gunmetal, 4,200 miles, 3, Brick St., Park Lane, London, W.1. Gro. 4772-3. [4858]
HAROLD RADFORD & Co., Ltd.
1948 (July) Triumph Roadster in grey with blue leather upholstery 7,500 miles, in first-class condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1824]
McKINNON MOTORS, Ltd., offer:—
1949 (Feb.) Triumph 1800 14hp razor edge saloon, black, beige leather throughout, radio, taxed December, one owner, 5,000 mileage only, record showing correct maintenance; £1,195.
A NOTHER, similar to above, grey, grey leather, 5,800 mileage only; £1,195; both specimen cars.
McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4393]
KEVILL-DAVIES & MARCH, Ltd., offer:—
1949 Triumph Roadster, beige and brown, one owner, B.M.T.A. covenant.
41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2565.
GUY SALMON AUTOMOBILES, Ltd., offer:—
1948 Triumph Roadster, nominal mileage, excellent condition; £875.
1947 Triumph Roadster, immaculate; £795.—Portsmouth Rd., Thames Ditton. Embrook 4343.
D. J. SHEPHERD & Co. (Enfield), Ltd. offer:—
TRIUMPH 16hp Vitesse sports saloon, first registered
 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. F'ward 1631.
1948 Triumph 1800 razor-edge saloon, one owner, 9,000 miles; £1,050.
FOUNDABOUT GARAGE, Western Ave., Greenford, R. Midx. Waxlow 1071-5. [4820]
CASS'S MOTOR MART.—1948 Triumph Roadster, black, written guarantee.—S. Warren St., W.1. Euston 3523.
14hp Triumph Razor Edge saloon, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio, interior heater system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4855]

TRIUMPH
1947 (September) Triumph 1800 saloon, 16,000 miles, excellent condition; £900.—Chayton, Tel. Staines 775.
TRIUMPH Roadster coupe 1948, grey, 18,000 miles, in immaculate condition, mechanically perfect, one owner-driver.—Box 5186.
GORDON CAR & MOTOR, Ltd.—1949 Triumph 2000 Roadster, green/red leather, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4589]
4500 miles 1947 (Sept.) Triumph 2000 Roadster, B.M.T.A. consent (trade enquiries only please).—Ernest Sutton, Cleve Hill (Glos.), 95, [4634]
ROSE & YOUNG, Ltd., offer: 1947 Triumph razor-edge saloon; £645.—65-69, Starnhold Ave., Stratford Hill, S.W.2 (1 minute Stratford Hill Station).
1948 Triumph Roadster, gunmetal, blue upholstery, mileage under 10,000, superb condition, one owner; £325.—Write Box 700, Reynell's, 44, Chancery Lane, W.C.2. [4860]
1936 Triumph 10.8 Gloria Vitesse, excellent running order, thoroughly overhauled, bills shown; £325, or nearest.—18, Homefield Rd., Coulsdon, Surrey. Downland 4121. [4507]
1949 (February) Triumph 14hp razor-edge saloon, in first-class order, genuine 5,000 miles. H.M.V. radio, de-misters, taxed year, almost as new; £1,150.—Robbins, East Putney, Tel. 4581. [5071]
1937 Triumph Dolomite, black with red upholstery, in first-class order throughout; £295; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5199]
£825—1948 model Triumph 1800 razor edge saloon, finished black, fawn hide, scrupulously maintained since new, H.M.V. push button Radio-mobility, negligible mileage. See below.
£795—1948 model Triumph 1800 Roadster, immaculately finished metallic grey, superb example, low mileage, most outstanding opportunity, fully guaranteed in writing. See below.
£225—sports saloon, 1935, clean, smart example, not battered about, real leather upholstery, lively little engine, sound tyres, guaranteed.
C. Beds. Tel. 2381 and 3115. Write for our 18-page stock list of over 250 fully guaranteed used cars, easy and confidential hire purchase facilities, part exchanges, car deliveries free anywhere in the United Kingdom. Near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 mins, or by road just under 4 miles from main A5 Watling Street. Fares refunded to purchasers from any part of the country. [5006]
1950 gns.—Triumph 2000 (Dec., 1948) Roadster, 9500 miles, dark red leather, twin Wind-tone horns, one careful owner, 12,500 miles, practically new condition; terms, exchanges.—Rowland Smith, below.
1950 gns.—Triumph 1800 1948 Razor Edge 4-door saloon, gunmetal, grey leather, H.M.V. radio, Arnott low pressure supercharger, heater, demister, small mileage, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.
85 gns.—Triumph 1800 1948 Roadster, gunmetal, blue leather, H.M.V. radio, 13,000 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4558]
1938—9 Triumph Dolomite 2-litre drop head coupe foursome, recellulosed in black, new mohair hood, perfectly mechanically a really immaculate car in 1950 condition; £450.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4328]
BIRMINGHAM.—Hutton Motors, Ltd., 71, Broad Street, Birmingham, 1947: £265; grey, blue leather, genuine 15,000 miles only and direct to us from first and only owner, new condition throughout, any car taken in part exchange, immediate delivery on hire purchase terms if required.—Hutton Motors, Ltd., 71, Broad Street, Birmingham. Telephone Midland 2437. [4665]

Triumph Cars Wanted
C. M. THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.
ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
LIGHT CAR CO., of Derby, require: 1947-8 Triumph 1800 saloon.—The Motor Showrooms, Derby. 3558. [2924]
MARSTON MOTOR CO. Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham. N.15. [0182]
Triumph Spares and Service
S & T SERVICE and spares for all models.
MANUFACTURERS' largest stockist in Britain of M. Standard and Triumph spares and service exchange assemblies.
STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maids Vale 9114 (10 lines). [0397]
NEWNHAMS, Ltd.
TRIUMPH specialists; service and spares for all models, including Dolomite type and early grills.—Newnhams House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646 [1559]
BASIL ROY Ltd.—Triumph spares, complete stock
 wholesale and retail.—161, St. Portland St., W.1. Langham 7733.
TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd. (Stockport) (Tel. 4464); and Prince's Drive, Colvin Bay (Tel. 5332). [0055]
RESTORE power, performance and improve petrol
 consumption by replacing your worn camshaft; new camshafts available for all old models.—S. A. Coles, Ltd.—354-558, High Rd., London N.10. [0342]

UTILITY CARS
A CLAND & TABOR, Ltd., offer:—
1948 Allard shooting brake, 4,000 miles only, very attractive and well made body; £675.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4594]
12hp 1938 Utility, good tyres, in good mechanical condition; £235.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4365]

UTILITY CARS
HAROLD RADFORD & Co., Ltd.
1948 (December) Jowett Bradford Utility, 6-light, green and black, 6,300 miles, very carefully maintained.
HAROLD RADFORD & Co., Ltd., specialists in re-
 designing and building wooden metal-enclosed shooting brakes or all-metal Formality dual-purpose vehicles, etc.; selection in stock for immediate delivery. Tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [5310]
1948 Humber 27hp six/seven-seater shooting brake utility.
1947 Ford Mercury Canadian Maple-wood seven/eight-seater utility shooting brake; cash or £150 deposit, balance 1, 2, 3 years.
JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [4680]
1947 Bradford Jowett with utility bodywork, low mileage, very clean; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220
 Cricklewood Broadway, N.W.2. Glad. 2234. [1817]
1949 Humber 27hp six/seven-seater utility, low mileage, one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4543]
£375—Ford V.8 6-seater utility, all-metal body, nice order throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4543]
1947 (registered) Hillman 10hp utility in good condition, new tyres, chrome discs, etc.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5207]
1947 Humber Snipe shooting brake, 27hp, good condition throughout, £10 tax; £525.
Julian, St. Dennis, St. Austell, Cornwall. Nanpan 325. [5345]
1949 (February) Bradford utility van, guaranteed genuine mileage under 600; price £1,100.
R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [4905]
1937 Humber Snipe utility, with new roomy coach-built body, and completely new engine mechanically perfect; £450.—Groom & Sons, Tovey, Northants. [4421]
1946 Bradford Utility, body by outside coach-builders, 4-seater, beige/brown finish; £500.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100. [5138]
1947 (Nov.) Hillman Minx Estate car, 10,000 miles, 10,000, maintained and carefully used only by ourselves.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [1315]
£1,150 1947 shooting brake, under 13,000 miles.
A chauffeur maintained; one owner; in wonderful condition throughout; £1,000 or best offer.—Box 5058. [4980]
**JOWETT Bradford utility van, 1948, fitted side windows, and clear van floor, grey/brown upholstery, small car, only, unblemished guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [4697]
1950 gns.—Ford V.8 (June, 1937) 30hp fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4558]**

Utility Cars Wanted
ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995]
POST-WAR 10-20hp utility car wanted of good make
 and price, essential.—Particulars to Anglo 140, Golders Green Rd., London, N.W.11. [0939]
VAUXHALL 10
£325 Vauxhall 10 1939 4-door sal., an excellent car mechanically, good cellulose and interior; choice of 3; many others.
W. B. Park 5066/7, Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [4477]
1938 Vauxhall 10 saloon de luxe, finished in buff, fitted radio, and in exceptionally good condition; £335; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5197]
VAUXHALL 12
H. A. SAUNDERS, Ltd., offer:—
1947 (Dec.) Vauxhall 12 saloon de luxe, 10,000 miles; £735.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4660]
1938 (September) Vauxhall 12hp saloon, black, brown leather, excellent condition; £285.
THE ARMITAGE MOTOR CO. (WESTMINSTER), Ltd., 215-219 The Broadway, Wimbledon, S.W.18. Liberty 4390. [4508]
1940 Vauxhall 12 grey saloon, taxed year, splendid condition, H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4890]
1939 Vauxhall 12 saloon, black and green, clean, good condition, 36,000 miles; £325; evenings after 6.30.—L. The Paddocks, Wembley Park. Tel. Arnold 3872-5. [5123]

VAUXHALL 14
DICKS CAR SALES offer:—
1948 Vauxhall 14 saloon low mileage, radio, definitely unmarked; £775.—Below.
1939 Vauxhall 14 saloon, specially recommended, well above average; £425.
DICKS CAR SALES, Ltd., 199-401, High Rd., Kilburn, Maids Vale 6888-9. [4237]
H. A. SAUNDERS, Ltd., offer:—
1946 Vauxhall 14 saloon de luxe, immaculate; £675.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [4660]
1938 Vauxhall 14; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5058]
1938 Vauxhall 14hp saloon, exceptional condition, 4 new Dunlops; £510.—102, Aldershot Rd., Great Yarmouth. [5146]
1947 Vauxhall 14 saloon, black, brown upholstery, immaculate condition, one owner; £650.—Tel. Liberty 1005. [4440]
£295—1938 Vauxhall 14 de luxe saloon, clean, black with green hide upholstery; exceptional condition throughout.—Value Cars, Ltd., 240, Upper Richmond Rd., East Sheen, S.W.14. [4771]

Vauxhall 14

Vauxhall 14hp 3 type saloon, first registered 1948, small mileage.—Hazlemere Motor Co. (W.A.), Ltd., 19375 Walham Cross 2275-6-7.
1936 £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.
1948 Vauxhall 14 saloon, radio and heater, low mileage.—Autowork, Ltd., 4544 Winchester, Tel. Winchester 4834.
1947 (June) Vauxhall 14 saloon, black/brown, 16,000 miles, immaculate throughout; £750.
Campbell Symonds, Ltd., Arnold 2240. £466.
 An exceptional Vauxhall 14 sportsman's mechanically A operated four-door drop head Tickford coupe, with Salmons coachbuilt body, original beautiful finish Cambridge blue with pearl mouldings; the appearance of this car would not fail to please anyone requiring outstanding car with wonderful performance; only one particular owner enthusiast and maintained in 100% mechanical condition; steering self-centering the engine is quiet, oil negligible, the transmission is quiet, the brakes perfect at all speeds; low sweeping streamlined body and low-swept tail with large outside boot; interior blue leather very clean, 1937, but definitely as per makers' original specification when new; sold with very confidence and 3 months' written guarantee; 300 mile trial and delivery arranged, also photo to genuine enquirer; a genuine car, honest bargain; £300; no dealers.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 238.

Vauxhall, Wyvern & Velox

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4441.
Vauxhall Wyvern saloon, first registered 1949, mileage 5,300, colour black, cloth upholstery, complete with heater, an excellent motor car; price £245.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4441.
H. A. SAUNDERS, Ltd., offer:—
1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £245.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.
WALTER SCOTT, Ltd.—1949 (February) Vauxhall Velox, 39, College Crescent, Swiss Cottage, N.W.3, Primrose 5914.
1948 (December) Vauxhall Wyvern saloon, 8,000 miles, black-brown, excellent condition.—Temple Park 3538.
1949 Velox, black/tawn leather upholstery, 7,000 miles, faultless condition; £265.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.
1940 Vauxhall 25hp limousine, looking as new; £250.—Simpsons Motors (American car specialists), Wembley 3903.

Vauxhall Miscellaneous

SHAW & KILBURN, Ltd., for Vauxhalls.
 It is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
114, Wardour St., W.1. Gerrard 4363.

CAR MART, Ltd.
1947 Vauxhall 10 saloon, radio, 6,000 miles; £285.
1948 Vauxhall Velox saloon, 5,000 miles; £295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

MAKIN & HARRISON, Ltd.—£245: 1949 Vauxhall M Wyvern saloon, 5,000 miles (genuine), special mats, light.
1947 Vauxhall 14; £715: 18,000 miles, black, brown upholstery, 3 months' guarantee; terms, exchanges; demonstration free within 100 miles of your showrooms.—492-6, Chiswick High Rd., W.4. Chiswick 0558.
HAMILTON MOTORS (LONDON), Ltd., 466-490, E. Edgware Rd., London, W.2. Paddington 0022 (12 lines).

1939 Vauxhall 14hp, recently reconditioned engine, gear box and back axle, springs set up, new tires, very clean.
1946 (reconditioned) Vauxhall 14hp, Chromard lined engine, reconditioned gear box, and back end, fitted heater and radio, body condition as new.
1948 Vauxhall 12hp, reconditioned engine, gear box, back axle and fully overhauled, body and interior very good condition.

ALWAYS a good selection of used Vauxhalls in stock: A H.M.L. will purchase for cash all Vauxhalls cars including latest models.
Vauxhall and other makes of used cars in good condition: let us know your requirements.—Tel. Oxbridge 737. Grosvenor 3434.
GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester 2 (Bla. 9887) always have a fine selection of popular Vauxhall models with full warranty; your inspection invited.
£445.—1940 model Vauxhall 12 large body de luxe, very literally as new, mechanically excellent, this vehicle is outstanding; see for yourself below.
£395.—1939 Vauxhall 14 de luxe saloon, mechanically, an excellent, delightful used green leather interior and exterior to match, excellent performance on road, genuine bargain; comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Royal Park 4144, 4297.

1940 Vauxhall 14hp, recently reconditioned engine, gear box and back axle, springs set up, new tires, very clean.
1946 (reconditioned) Vauxhall 14hp, Chromard lined engine, reconditioned gear box, and back end, fitted heater and radio, body condition as new.
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LAMBS OF WOOD GREEN, Caxton Rd., N.22. Royal Park 4144, 4297.

Vauxhall Cars Wanted

SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
114, Wardour St., W.1. Gerrard 4363.

URGENTLY required, Vauxhall 16, latest type, low mileage.—Scales, 426, Cherryrinton Rd., Cambridge 1287.
POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. 4363.

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494.

7 SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted: write or call.—Golly's Garage, Ltd. 111a, Ears Court Rd., S.W.5. Frohner 0063 0022.

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022.

Vauxhall Spares and Service
BROADWAY MOTOR Co.
 WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
 GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6366.
 Grams' Autoparts Wimb. London. 0633

CAC
 LL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.
 COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.
 Croydon Automobile Co. Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines).

FOR Vauxhall mudguards, running boards, 1933-9.
 Brooks, 85, Queens Rd., Brighton. 0381
EGHAM MOTOR Co., for Vauxhall cars, spares and service.—Egham By-Pass, Egham 31.

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production.
 SUSPENSION units, exchange or outright sale immediate delivery; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp and 25hp.

PRACTICALLY all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.
 SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.
 TRIAXION, Aerodrome Rd., Watford Way, Hendon, W.4. 0137

New cluster gears suitable DX14 gearbox; suspension exchange, competitive prices; trade supplied.—10, Winchmore Mews, S.W.5. 2647.
BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157/149, Midmore Rd., Bromley, Kent. Rav 2456-7-8-9.

Vauxhall main dealers specialise in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares, also exchange service of reconditioned units including suspension units.—Kingston Hill Motor Works, Ltd. Tel. Kingston 3116.

VETERAN CARS
RENAULT, Phoenix, Minerva, Brennabor, Cadillac, etc. for sale.
WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

VETERAN 1902 De Dion Bouton single-cylinder 5-hp, rebuilt as new, all original parts, painted V.A.C. medal in London-Brighton run 1949; inspection and trial by appointment; price £400.—Box 3175, 5175 Kent. Rav 2456-7-8-9.

Veteran Cars Wanted
 answered.—K. J. Pottery Lane, Barick-in-Elmet near Leeds. 0455

VOLKSWAGEN
COLBORNE GARAGE Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales, service and spares.

WILLYS
£345.—Willys 16hp saloon, registered 1938, attractively finished in green, bodywork perfect, upholstery and mats immaculate, 100% mechanically sound, twin spotlights fitted, full 6-seater, large luggage compartment, an American car combining comfort and smooth running at reasonable motoring cost.
1948 B. MOTORS 336, New Cross Rd., London, E.8. 1 Midway 3779.

WOLSELEY
WATKINS, Ltd., sole London distributors for Wolseley cars.
1949 Wolseley 4/50 saloon, maroon, grey leather upholstery, 10,000 miles, one owner.
1947 Wolseley 25hp limousine, black, black leather front, cloth to rear compartment, 3,000 miles as new.

1947 Wolseley 12hp saloon, black, brown leather upholstery, 12,000 miles, an immaculate car.
1938 Wolseley 25hp saloon, black with brown leather upholstery, 36,000 miles, fitted with new wireless and special roof rack, in exceptional condition.

DUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (L. Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181).

BROWNS for Wolseleys.
1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughdon (Essex) 4119. (Tube.)

1948 Wolseley 10, 3,800 miles, heater, taxed to January; £750.—Box 5164

WOLSELEY

H. A. SAUNDERS, Ltd., offer:—
1947 Wolseley 14hp saloon de luxe, black, 7,000 miles; £295.
1948 Wolseley 10hp saloon de luxe, 6,000 miles; £270.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.
R OUT-standing pre-war 18/85.
1939 Wolseley saloon, black with blue leather, genuine 44,000 miles, beautifully maintained, one owner; 1955-96 & 99, Upper Richmond Rd., Putney. Tel. 4581.

BARGAIN!—1939 Wolseley 18 similar in every respect to a post-war model; £465.
E W.2. Tel. Paddington 0289.
1939 Wolseley 12 saloon, black, brown leather, excellent condition. £450.

KENTISH & THOMSON, Ltd., 364/566, Wickham Rd., Shirley, Croydon. Springpark 3477-8.
1939 Wolseley 10 saloon, black/brown leather, one owner, exceptional condition; £475.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360.
1940 18hp Wolseley saloon, perfect; £375.—White Hart Engineering Co., Barnes, S.W.13. 370.

£350.—1938 Wolseley 18 saloon de ville, black, brown hide unmarked, recent reconditioned engine.
B. MAY MOTORS, 190-184, West End Lane, N.W.6. Hampstead 6490.

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175 gns.—1936 Wolseley 14 de luxe saloon, good condition.—Autonips, 5, Balham High Rd., Balham 1509.
165 gns.—1936 Wolseley 14 drop head coupe, good condition.—Autonips, 5, Balham High Rd., Balham 1509.

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7.

1939 Wolseley 18-85 saloon de luxe, green leather, one owner, immaculate condition throughout; £495.
 C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241.

14/60 Wolseley saloon, reg. May 1948, mileage 3,200; £1,025.—Porter, Arthur House, Barnet Lane, Tottenham, N.20.
1939 Wolseley 18-85 saloon, 6,000 miles since complete overhaul; £495.—Broadway Motors, 67, High St., Hounslow, Tel. 0175.

CASS'S MOTOR MART—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee; 500 gns. Warren St., W.1. Euston 4110.

1938 Wolseley 12 saloon, finished in black, very nice car; £425.—Grove Garage & Motors, 322, Fore St., Edmonstone, N.13. Tel. 4196.

1939 14hp saloon, black, brown leather, immaculate condition, any trial London.—Offers day City 6623, evenings Springpark 192.

1938 Wolseley 14 black saloon; h.p. term arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3535 and 4nd.

6600 miles, 1948 (March) Wolseley 14hp saloon, black, brown leather (trade enquiries only please).—Ernest Sutton, Cleve Hill (Glos.) 95.

1939 Wolseley 14 saloon, recon. engine (choice of 3); from £465.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870.

1939 Wolseley 18 de luxe saloon, black with blue leather, exceptional condition; £445.—R. C. Wimbush, Ltd., 512, Ears Court Rd., S.W.5. Fremantle 8401.

WOLSELEY 14 saloon, green and black, late 1936, original finish, green leather, good order; £250 or smaller car part.—7, Radcliffe Road, Croydon, S.W.1503.

WOLSELEY 18 (first registered June, 1939), one owner, clean inside and out; £400.—W. J. Stafford, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

1939 Wolseley 25 2-door saloon, in new condition, reconditioned engine by Eustace Waterson, March, 1948, offers over £300.—D. & J. Tullis, Ltd., Clydebank.

5000 authenticated miles.—1948 Wolseley 8 saloon, shine saloon, black, indistinguishable from a bargain.—Lionel H. Pugh, 13/14, Brooks Mews, W.1. Mayfair 4433.

1936 Wolseley 10 saloon, black, in perfect condition throughout, completely reconditioned, £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221.

1937 Wolseley 18 saloon de ville, really exceptional throughout, completely reconditioned, must be seen, bargain, £345.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723.

ROSE & YOUNG, Ltd., offer: 1938 Wolseley 25 saloon, black/brown leather; £325.—65-69, Starnhold Ave., Streatham Hill, S.W.2 (1 minute Watney Hill Station). Tel. Hillside 6464.

225 gns.—Wolseley Hornet 1936 12hp de luxe 4-door saloon, black, sliding head, brown leather, Easy-Clean wheels, excellent condition; terms, exchanges.—Rowland Smith, below.
225 gns.—Wolseley Hornet special 1934 12hp Abbey sports 4-seater, black, red wheels, leather upholstery, large instruments, etc., good tyres, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1938 Wolseley 14hp saloon; perfect condition; black with brown leather; £350.—L. F. Dove, Ltd., Guildford Rd. and White Rose Lane, Woking, Surrey. Tel. Woking 1282 (3 lines).

JACK ROSE, Ltd., offer: Wolseley 14, positively unmarked inside and out, hardly used, speedometer reading 5,000-odd; £295.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

275 gns.—1937 Wolseley 14 saloon, 4-door de luxe, reconditioned engine, immaculate car, any trial.—G.F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117

£525.—Wolseley 21 de luxe saloon, registered June, 1946, 1 owner, carefully maintained, this vehicle bodywork spotless, magnificent looking motor car; bargain price; comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Royal Park 4144, 4297.

Miscellaneous Cars Wanted

1949 Fordson 10-cwt van, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. 14637

FORDSON 15 and 25cwt vans, ex-Fire Service; from £150.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

JOWETT Bradford 10cwt 6-light van, new Feb., 1940, dark blue, front seats, 2,500 miles, perfect condition; offers.—Pankhurst, Oxshott 2471. (516)

JACK ROSE, Ltd.—1949 Ford 8 van, almost unmarked, hardly used: £450.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4000]

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jeffers, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446 (0000).

FORD Scvt van (August, 1947), twin front seats, side windows, very nice condition; £375.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638.

£285.—Morris 25cwt Equi-load, 1938 (October), large capacity laundry van, 16hp ohv engine; entirely reconditioned.—Roubins, East Putney. Tel. 4581. [507]

OCTOBER, 1945, Austin 2-ton van type K2LV, aluminium body, roll shutter door, well serviced, mechanically sound; can be seen in Liverpool; offers invited.—Box No. 3160. [5162]

A FIRST registered 1950 Ford 8 gown van.—Par-
mount Motors, 114 Tottenham Court Rd., W.1.
Euston 7503, 2334, 3526. Works and Service Station:
Mare St., Hackney, E.8. 15033

225 gns.—Morris van, 1937 (reg. 1938) 8hp 5cwt van, good tyres, spare unused, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead SOA1

CASS'S MOTOR MART.—1948 Austin 25cwt van, just repainted blue, 21,00 miles; 1948 Morris 30/40cwt van, just repainted green and black, 18,000 miles. 1946 Fordson 1½cwt van overhauled, repainted blue. 1946

1949 Jowett Bradford van, maintained in faultless mechanical condition, panelling like new

interior immaculate, partition behind seats, one owner, specimen vehicle; bargain 385gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.1. Hampstead 0087-8-9 [4714]

LAMBS for vans, best vans in London, suitable gowns, delivery, greengrocery, canteens, etc. special bodies made or altered, stock of 5, 8, 10 and 25-cwts, reconditioned as necessary with comprehensive 3 months' guarantee.

guarantee, really exceptional vans; 1938 Ford 8 5-cwt van £210; 1939 Austin 10 8-cwt. van, £235; 1940 Ford 10-cwt canteen van, £335; 1938 Morris 10-cwt, large body, choice of 5 from £245; 1939 25-cwt modern van, as new, £245; Ford gown van, £255; many others; big

LAMBS OF WOOD GREEN, Caxton Rd., N 22 Bowes
Park 4144, 4297. (4216)

Commercial Vehicles Wanted

WANTED.—1946-9 Fordson 5cwt and 10cwt vans.—
Arthur E. Gould Ltd., 290-2, Regent St., W.1

Langham 1594-5. (10102)

NEW CARAVANS

A

CARAVAN ACHIEVEMENT

FOR 1950—The new Challenger 18ft. 3 rooms, 2 dorm.

End kitchen, full-size fold-away double bed, also either another double bed or can be 2 singles; double panelled and insulated throughout; many extras included, at only £345, or with Pithers and hot water tank, and

Full-size cooker at only £385; a year's guarantee with each.—From Staines Road Caravan Company, Rose Farm, Great South West Road (17), Hounslow West, Middlesex. Hou. 6790. (0069)

A MOBILE seaside cottage enables you to move as weather dictates. There is sure to be a light roomy touring caravan to suit your car amongst our range of

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PHONE Blackfriars 4942.

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14/62, 14/64, 14/66, 14/68, 14/70, 14/72, 14/74, 14/76, 14/78, 14/80, 14/82, 14/84, 14/86, 14/88, 14/90, 14/92, 14/94, 14/96, 14/98, 15/00, 15/02, 15/04, 15/06, 15/08, 15/10, 15/12, 15/14, 15/16, 15/18, 15/20, 15/22, 15/24, 15/26, 15/28, 15/30, 15/32, 15/34, 15/36, 15/38, 15/40, 15/42, 15/44, 15/46, 15/48, 15/50, 15/52, 15/54, 15/56, 15/58, 15/60, 15/62, 15/64, 15/66, 15/68, 15/70, 15/72, 15/74, 15/76, 15/78, 15/80, 15/82, 15/84, 15/86, 15/88, 15/90, 15/92, 15/94, 15/96, 15/98, 16/00, 16/02, 16/04, 16/06, 16/08, 16/10, 16/12, 16/14, 16/16, 16/18, 16/20, 16/22, 16/24, 16/26, 16/28, 16/30, 16/32, 16/34, 16/36, 16/38, 16/40, 16/42, 16/44, 16/46, 16/48, 16/50, 16/52, 16/54, 16/56, 16/58, 16/60, 16/62, 16/64, 16/66, 16/68, 16/70, 16/72, 16/74, 16/76, 16/78, 16/80, 16/82, 16/84, 16/86, 16/88, 16/90, 16/92, 16/94, 16/96, 16/98, 17/00, 17/02, 17/04, 17/06, 17/08, 17/10, 17/12, 17/14, 17/16, 17/18, 17/20, 17/22, 17/24, 17/26, 17/28, 17/30, 17/32, 17/34, 17/36, 17/38, 17/40, 17/42, 17/44, 17/46, 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HOTELS

LYNMOUTH—Tors Hotel stands by itself; not only in a beautiful setting, but in personal service and comfort; as nearly perfect a base as you could wish for all the recreational and sight-seeing attractions of North Devon; write for brochure—Tel. Lynton 3235. Ashley Courtman recommended. [1933]

INDEPENDENT SUSPENSIONS

FORD orders fit North Independent front suspension to your car and enjoy 100% cornering and road holding, immediate delivery; price £24/10. [1933]

NORTH DOWNS ENGINEERING CO., Westway, Caterham, Surrey, Caterham 3365. [1919]

INSURANCE

ANDREW & BOOTH, Ltd., London's leading brokers. (Cover notes by return.)

A & B—Third party, 12 months from £1/19; comprehensive from £3/12/6.

A & B—Special rates for business cars and commercial vehicles; policies available for 2, 3, 4 and 6 months or any other period required.

A & B—Call write or phone now for 22pp booklet of rates and conditions.

ANDREW & BOOTH, Ltd., 37, Shen Lane (Mortlake Station), S.W.14. Prospect 1061 (15 lines).

INVINCIBLE premiums by convenient instalments.

INVINCIBLE no claims bonus up to 35%.

INVINCIBLE policies for 2, 3, 4, 6 and 12 months.

INVINCIBLE POLICIES, Ltd., 7, Whittingham Avenue, London, E.C.3. Tel. Mansion House 2961. [1954]

BRIDGE & CO., Ltd., immediate cover any case, make, district, lowest rates, maximum bonuses, discounts. 158, Stockwell Rd., S.W.9. Pr. 6251. [1978]

D'ESPENCE, Ltd.—Lowest first payment, longest deferred rates, cover on demand or by return post; prompt service.—18-19, Fish St. Hill, E.C.3. Mansion House 9944-5. [1964]

CHEAPER insurance!—Yearly 10hp 4/6, 12hp 4/6, 15hp 5/6, 20hp 6/6; commercial equally cheap. N.C.B., country instalments, quotations free.—Fisher & Co., 7, Parade, Hounslow West. [1950]

R—Time saving money service, 33% first year bonus; lowest rates, quotations without obligation.—Write, call, tel. 796, High Rd., Tottenham, Tel. 2003-5. [1956]

H—O. BRIDLEY, Ltd., incorporated insurance company, the most up-to-date comprehensive policies issued by Lloyd's and leading companies.—24, The Wool Exchange, Coleman St., London, E.C. Tel. Monarch 5192. [1959]

L—Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1, opposite County Hall (Motor Licenses Department). Lowest rates summer policies. Instalments. Tel. Waterloo 6075. [1951]

RAYMOND WAY Insurance Office can arrange your Standard Rating cover at reduced rates. Quotations by return, immediate cover.—Write, call or phone Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). Open till 7 p.m., 6 days a week. [1958]

INSURANCE COMPANIES

ARMY, NAVY & GENERAL ASSURANCE ASSOCIATION, Ltd., 1, Whitehall 9917. [1953]

TRAFALGAR House, Waterloo Place, London, S.W.1. Tel. Whitehall 9917. [1953]

LOOSE COVERS

THE Car Tailor.

T—TAILORED loose covers for all cars 1935 to 1949, popular colours, perfect fitting, complete protection for upholstery, immediate delivery.—Quinn, Crossways, Hextable, Swanley, Kent. Tel. Swanley Junction 2401. [1916]

A—UTO-STYLE tailored loose covers, all cars, patterns, prices.—Industrial Cover Co., 25, Queens Mews, London, W.1. Baywater 7119. [1913]

B—ALFALON trade car covers, new, waterproof, untearable; 8hp 40/-, 10-14hp 50/-, 16-24hp 60/-; send s.a.e. for samples.—H. C. Briggs, 60, Belle Vue Rd., London, W.1. Regent 1124-5. [1948]

CAR-COVERALL for fine loose covers, excellent materials perfectly tailored; samples on request.—Write or phone Car-Coverall Dept. 17, 168, Regent St., London W.1. Regent 1124-5. [1948]

MAGNETOS

LUCAS SERVICE STATION (props. Cox & Co. (R.W. Ltd.), 7 branches.

R—REPAIRS, replacements, rewinding, complete overhauls, exchange batteries, dynamo, starter, etc.; keen prices. Beckenham: Clockhouse Stn., Beckenham Rd., Beckenham 1146-7. Camden Town: Parkway Deancey St., N.W.1. Gulliver 4461-4. Clapham: Lendal Terrace, Clapham (S.R.) Station, S.W.4. Macaulay 1266-7. South Croydon: 111, Brighton Rd., Tel. Croydon 6144-5. Kingston-on-Thames: Elton Rd., Park Rd., Kingston 1244-8. Wood Green: 289, High Rd., N.22. Bowes Park 1124-5. Bournemouth: 50, Pool Hill, Bournemouth 3014. [1914]

CLARE'S MOTOR WORKS—Hundreds in stock; try us for that repair or replacement.—36, Tulce Hill, London S.W.2. Tulce Hill 6026. [1938]

MATS, RUGS, ETC.

WOOL Pile carpets to fit any model; state hp, rear, model, colour; immediate delivery.

THE CAR-MAT CO., Ltd. (Est. 1950), 16, Colville Rd., London, W.11. [1916]

MISCELLANEOUS

1948 D.O.T. tricycle carrier, as new, would suit for small delivery or for ice-cream salesman; gift at 7/0 cash or terms.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 4963. [1959]

21/-—5-gallon drums Super "XL" and "XXL", 15/- (10/- approx.); each has 8 pockets with press studs and division inside; cost over 50/-; 7/6 each, 3 for £1; wonderful counter line for trade. Write or phone for order.—24, Dorset Rd., Tottenham, 9. [1951]

JERRICANS, 4½ galls. painted, as new, guaranteed, 6/6 plus 1/- post. (c.o.d. 6d extra); special terms for quantities.—A. Mailbargain Co., Ltd., 14, Hill Place, W.1. [1917]

L—LOCKING petrol tank caps for Austin Ford, Humber, Morris, Hillman, Riley, Rover, etc.; 1/- each; price 2/- on 2/6, with 2 keys; posting 3d.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [1957]

3500 top-grade ex-army mitchels, 3¼x1¼x1¼x1¼ (15/- approx.); each has 8 pockets with press studs and division inside; cost over 50/-; 7/6 each, 3 for £1; wonderful counter line for trade. Write or phone for order.—24, Dorset Rd., Tottenham, 9. [1951]

9—K. J. Bewley & Co., 41, Burwen Drive, Liverpool, 9. [1951]

MISCELLANEOUS

CLAUDE RYE, Ltd., ex-Govt. bargains.

C—Simonis polish, 5/- tin; Simonis Kleener, 5/- tin, post 6d.

C—New oil gauges, panel fitting, 100lb, usually 25/-; our price 9/6, post 9d.

C—New car side lamps, black 6/6, black with chrome rim 7/-, streamline all chrome 7/6, post 3d.

C—New engine efficiency vacuum test gauge, diagnoses all engine faults, complete outfit with full instructions listed over 60/-; our price 39/6, post 3d.

C—New Hincley-Myers vacuum gauges, 0-30, 2½-in. dial; 12/6, post 1/-.

C—Brand new ex-R.A.F. Smiths 8-day clocks, 2½-in. luminous dial, dash fittings; our price 45/-, post 9d.

C—New 4in adjustable spanners 3/6, 9in 5/6, 11in 7/6, post 6d; all other tools stocked.

C—New 6in spot or fog lamps, black, chrome rim, domed glass, with bulb; 29/6, post 1/-.

C—New Bakelite ashtrays with chromium plated top; 3/6, post 6d.

C—Hand pumps, 6/6; extra heavy, with 4ft connector, 7/6, post 1/-; extra strong foot pumps, 19/6, post 1/-.

C—New surplus grease guns, large pom-pom type, pistol grip, worth 25/-; our price 7/6, post 1/-.

C—Ball and roller races; tremendous stocks of new Government surplus, lists available; send trade card.

E—EXPORTERS, factors.—Huge quantities of ex-Govt. surplus to be cleared at knock-out prices; write for M.A.S. export list.

CLAUDE RYE, Ltd., 895-921, Fulham Rd., London, S.W.6. Renown 4246. [1487]

SUPER X.L. oil, 5-gallon, drum £1/5 free delivery, cash with order.—British Star Oil Co., 65, Highbury Park, London N.5. [1955]

Miscellaneous Wanted

WANTED.—Stony lorry-mounted crane, Coles or similar type; also contractors compressors and contractors type pumps, please give fullest particulars saying where they can be inspected and lowest cash price for immediate prompt settlement. William R. Selwood, Chandlers Ford, Hants. [1946]

MOBILE CANTEENS, KITCHENS, ETC.

£200—Ice cream mobile canteen, fitted complete, servers, tea urns, counters, water tank, wash-ups, calor gas.—209, Northolt Rd., S. Harrow. [1947]

MOBILE shops, kiosks, offices, canteens, fish and chip, ice cream, snack bars and kitchens, vehicles and trailers from £200; immediate delivery, hire purchase, lists and illustrations on application.—Lawton-Goodman, 135, Cricklewood Broadway N.W.2. Gladstone 2226. [1974]

MUGGUARDS

R—RUNNING boards and mudguards most makes in stock.—Brooks & Co., 85, Queen's Rd., Brighton. [1943]

P—PACKING AND SHIPPING

R & J. PARK, Ltd., 143-5, Fenchurch St., E.C.3. Mansion House 3085. Packing works, Dominion Works, Chiswick, W.4. Chiswick 4794. Special shippers to motor trade.

T—THE MOTOR PACKING CO., Ltd., London Colney, Hert's (Tel. 5146); specialists with 36 years' experience in packing and shipping, can reduce your landed costs by their C.I.F. methods; collect, store and deliver f.o.b. or c.i.f.; branches Coventry and Liverpool. [1956]

PARTS AND ACCESSORIES

A—AUTO ACCESSORIES.

F—OR all the following vehicles let us quote you first: all enquiries answered prompt mail order service.

A—ARMSTRONG Siddeley, 1933/6; Austin 8, 1933/47; Austin 10, 1932/39; Austin 10, utility (ex-W.D.); Austin 12, 1935; Bedford van ASYC, 1934; Buick 24hp N.A. Series, Chevrolet (ex-W.D.), 4x2 and 4x4; Chrysler Wimbledon, Kew, Royal and Kingston; Fiat 500cc; Hillman Minx, 1932/39; Humber 12, 1935/36; Lancaster 10, 12 and 12; M.G. model T.A.; M.G. 1½, 1935; M.G. K type 6-cylinder, 1936/37; Wolseley 21, 1930/33; Morris 8 10cv van, 1937; Morris Oxford, Major and Isis; Oldsmobile, 1937 6-cylinder; Opel Cadet, 12hp; Packard 8-cyl., 1937; Pontiac 6 and 8-cylinder, 1936/39; Riley 12, 1934/35; Rover 14, 1935; Singer 9, 1934/37; Standard 8, 9, 10 and 12; Sunbeam 25.8, 1933; Triumph 7 and 8hp, Gloria and Dolomite; Vauxhall 12 and 14, 1934/35; Vauxhall 25, 1937; Wolseley 10, 1937 Series II; Wolseley 12 and 25 Series II, 1936/37; Wolseley 21, 1930/33/35; Morris and Wolseley road springs, all models, all years.

A—AUTO ACCESSORIES, 29, Whitehorse Rd., Croydon, Surrey. Tel. Thornton Heath 4563. [1454]

A—AUTO SPARES, New Malden, Surrey.

W—E are now dismantling: 1938 Morris 14, 1935 Packard 35hp, 1936 La Salle, 1936 Lancaster 14, 1934 Triumph 12, 1934 and 1935 Humber 12. Our large stock of new and second-hand components covers most makes from 1924-1950.—Try our unrivalled service: 42, South Lane, New Malden, Surrey, Tel. Malden 1695. [1013]

E—EXPORTERS

K—IRON, Hopton, Devon and branches, stock parts for more than 1,000 models, including replacement pistons and parts for: exporters and factors of new war surplus and second-hand components and accessories; write us for everything. [10420]

B—BROOKS of Lingfield.

N—Now dismantling.

1931-2 Riley Alpine 6; 1930 Riley 9; 1933-4 Humber 12; 1933-4 Morris 10; 1934 24hp Humber; 1938 Opel Cadet 12; 1935-8 Rover 10; 1932 Austin 12hp 12/4; 1937 Standard Flying 10 and many others.

W—E can supply almost any part from our comprehensive stock, at or at a few days' notice.

W—E have always a few really cheap cars; Edwardians a specialty.

C—A. BROOKS (MOTOR COMPONENTS), Ltd., Blenheim Rd., Lingfield, Surrey. Tel. Lingfield 275 and 566. [10015]

F—ORD spares for all models.

D—AGENCY MOTORS, Ltd., 8, Belderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alport, Wembley. Perivale 3388. And 8, Sainsley Rd., Catford, S.E.5. Hither Green 1821. [1064]

E—CASHMERE LTD., 1921, Hispano-Suiza 1936 Graham utility; all spares available.—Sheet Service Station, Petersfield 556. [14439]

PARTS AND ACCESSORIES

B—REEN.—Used spares for most makes.—High Rd., Wheathstone, N.20. Tel. Hillside 2395. [10815]

D—IFF, unit, C.W. & F. axle shaft, casing, Opel Cadet 17, Stubbs Rd., Wolverhampton. [14395]

W—ORM wheels for Standard 8hp, 62; worms, £1/10; all Standard spares for models to 1935.

W—ORM wheels for Rover 9hp, 10hp and Pilot, £2/6; worm, £1/10; idlershaft, differential gears and all spares, trade supplied.—Elephant.

W—ORKN-OUT spares.—Why? We supply new cheaper axles, crown wheels, pinions, worms, springs, gear motors, pistons, most makes; try us first.—Elephant Motors, Ltd., 97-103, Newington Causeway, London, S.E. Hop 3262. [10709]

M—URPHY OF MORTLAKE for Singer spares, new, used.—17, Sheen Lane, S.W.14. Prospect 3503.

T—RIUMPH Dolomite spares miscellaneous.—L. Service Station, Kingston Vale S.W.15. Kingston 4333. [14071]

S—PARES.—1,000 cars being dismantled, prompt mail service, quotations by return, all goods approval against cash.

H—ARLINGTON CORNER SPARES, 239, Staines Rd., Hounslow, Tel. Hounslow 8668. Grams: "Engines, Hounslow." [10050]

S—NOW'S for second-hand spares, all popular makes, 1930-38.—Snow's, 481, Lea Bridge Rd., E.10. Ley-tenstone 3496. [1354]

D—hand.—Elephant Motors, Newington Causeway, S.E.1. Hop 3262. [10609]

V—OLKSWAGEN spares and service.—Colborne Garage, Ltd., Ridley, Surrey. Sole distributors for Great Britain. Tel. Ridley 2361. [10372]

U—STIN 7 spares, 1932-35, practically everything in stock, new and second-hand.—Price, Three Stiles Oak, Bearwood, Birmingham. [15111]

R—OVER, Ford Vauxhall, Austin, Standard and Triumph; spares and service at—Furlongs, 160, Powis St., Woolwich 3454. [14391]

R—ENAULTS.—New and second-hand spares all models.—Welham's Renault Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [10125]

L—WAVE breaking up cars and lorries parts guaranteed prompt service.—Woodfield & Turner, Parsonage Mills, Burnley, Tel. 3085. [13864]

P—RIDE & CLARKE, Ltd., hold large stocks of new and used spares, most makes; quotations, catalogue, 158, Stockwell Rd., S.W.9. B.R. 81. [10740]

C—ARLTON FORCE for service, specially in roasting and retempering springs, 4 days' service.—Edwards Rd., Cricklewood, N.W.2. Gladstone 2242. [10377]

S—INGER.—Gordon Cars (London), Ltd., the London Branch Distributors for all spares, 81, Albion Lane, Golders Green, N.W.11. Speedwell 4701-2.

B—RIGGS AUTO REPAIRS offer crown wheels and pinions, timing chains and ring gears, axle shafts and universals.—22-24, Powell Rd., Clapton, E.5. [10654]

A—USTIN 7, Ulster, Nippy and Speedy models, brand new camshafts, £7/10; cylinder heads, £6; pistons complete, £3 set; double valve springs, 8/6; speedo drive pinions, 7/6.—Derrington.

M—sleeves, 20/6; rocker shafts from 10/6; own rockers rebuilt, reground, 7/6 each; new crown bevels, M. & J. 65/-; R.L.N. 75/-; T. 85/-; road springs, all models; road wheels second-hand, 18in 4/4, new 19in £5/10; front axles, 65/-; Brooklands steering wheels 85/-; T.C. £6/12/6; aero screens, fold-flat universal fittings for all models and makes, 48/- each; carriage 5/-; Marshall supercharger set, complete, large S.D. for P. M.G. £40.—Derrington.

F—IAT 500 spares.—Head gaskets, 7/6; decoke sets, 13/6; valves, 5/-; guides, 4/-; ballpins and cups, 7/6; swivel joints, 20/- set; new front springs, 70/-; speedometer cables, 20/-; spare wheel covers, 45/-; chromium luggage grids, 85/-; Stahv ohv conversion, reconditioned and modified, marvellous performance, £37/10; engine reconditioning dynamo, £4; new 8.12 carburettor conversion, £5/10; Delco-Remy distributor conversion, £5; full range spares, 500, 1100, 1500; reconditioned starters, dynamos, engine, gear boxes, suspension, steering boxes, exchange only.—Derrington, 159, London Rd., Kingston-on-Thames SE21-2.

A—USTIN spare parts and unit replacements: 14311 distributors.—The Car Mart, Ltd., Welsh Harp Road, Ealing, W.5. Ealing 6177. [10161]

P—ERSONAL means nothing if it is not for parts; a methodical dismantler of 400 cars stripped.—Wards Motor Stores, 125, Leasow Road, Wallasey, Tel. 4151; also at Powis Hall, Oswestry, Tel. 480. [10131]

W—HARFEDALE GARAGE, Ltd., for Ford V8 Mercury spares; shooting brakes, saloons, lorries, all parts available new or reconditioned.—Wharfedale Rd., Bournemouth, Westbourne 64497. [13486]

C—HESHINGTON SALVAGE CO., Ltd., are the best buyers of crashed and burnt-out motor cars from 1933-39; our vast stock covers most makes and models; send for lists; all enquiries answered; mem. M.V.D.A.

C—HESHINGTON SALVAGE CO., Ltd., Church Lane, Chessington, Surrey, Epsom 4026-7. [10051]

R—EPLACEMENT parts for all makes, pistons, carbs, brake linings, gaskets, ball races, king pins and bushes, crown wheels and pinions, clutch spares, etc.—Supreme, 235, Coldharbour Lane, S.W.9. Brixton 10347

M—ORRIS 8 reconditioned cylinder blocks, complete with genuine Morris pistons, tappets, valve guides, push rods, caps, etc. for UB type Series 1 and 1935/38 models; outright sale or exchange.—Bristol Motor Co., Ltd., Ashton Gate, Bristol 3. [14436]

R—EV indicators, the new electrical type Series 1 and 1935/38 models, I.V.B. 0-10,000 rpm, greatly improved simplicity, reliability and accuracy, 110/- per set, delivery 2/6; rev indicators, positive driven with flex, delivery 1/6.

F—ULL specification and general list available.

T—EDDINGTON ENGINEERING CO., Ltd. 29-31, High Teddington, Middlesex, King. 1193. [14432]

P—RIDE & CLARKE, Ltd., for all accessories, foot pumps to fit all valves, 18/6, post 1/-; grease guns, 15/-; spanner sets, from 2/6; valve lifters, from 4/-; post 3d; each type gauges, 2/-, post 3d; oil can, 1/6; oil free.—158, Stockwell Rd., S.W.9. B.R. 81. [10741]

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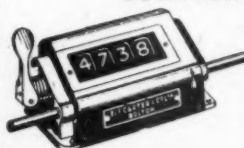


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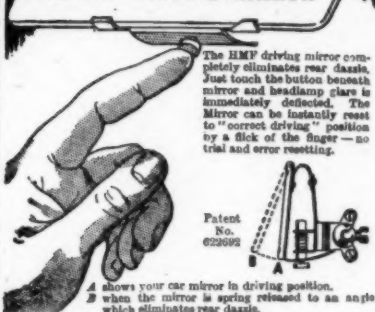
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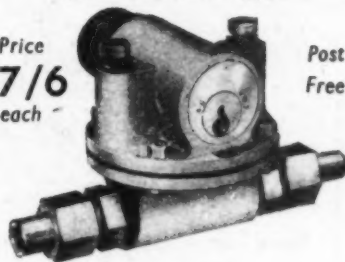
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